VOL. CCXXXV, No. 3063
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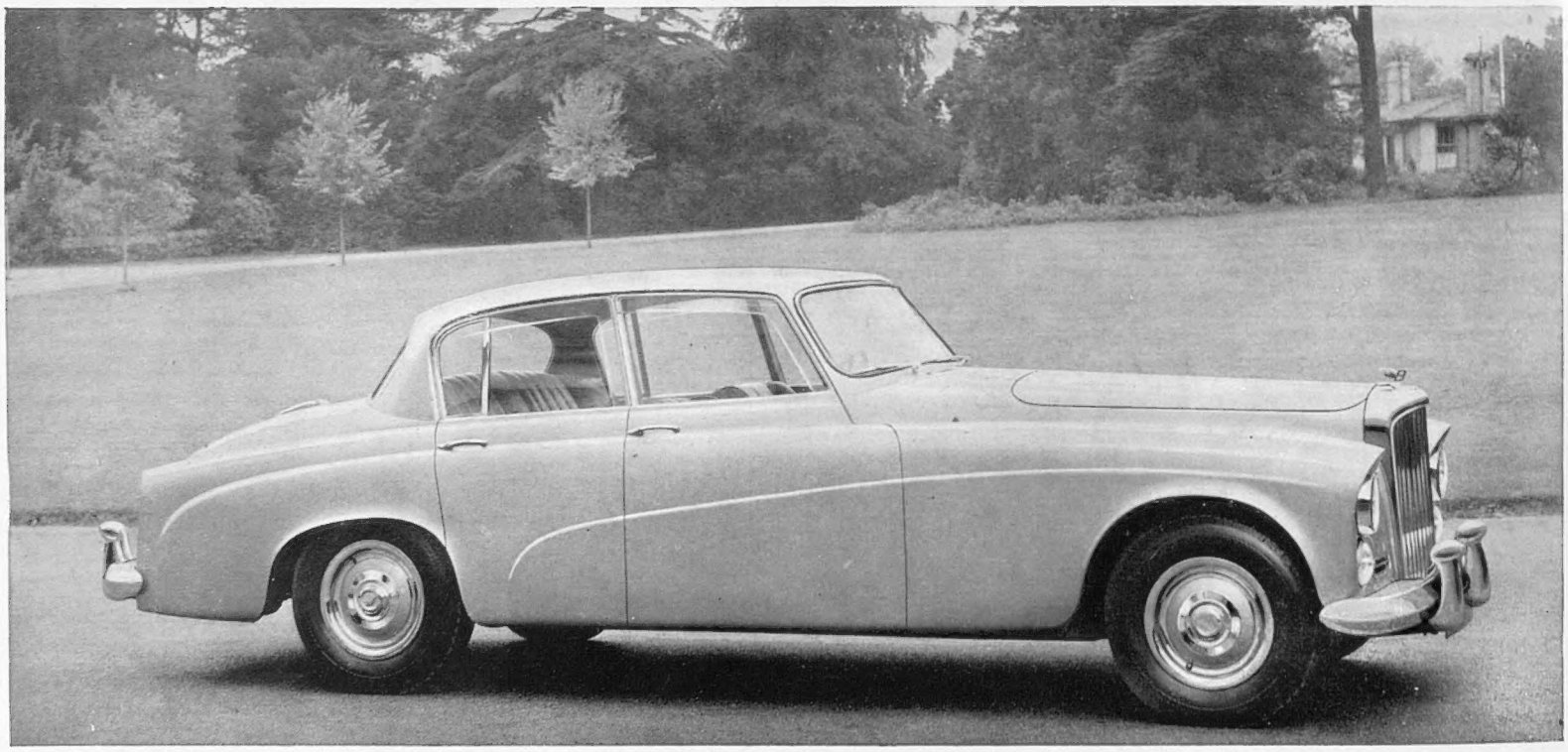

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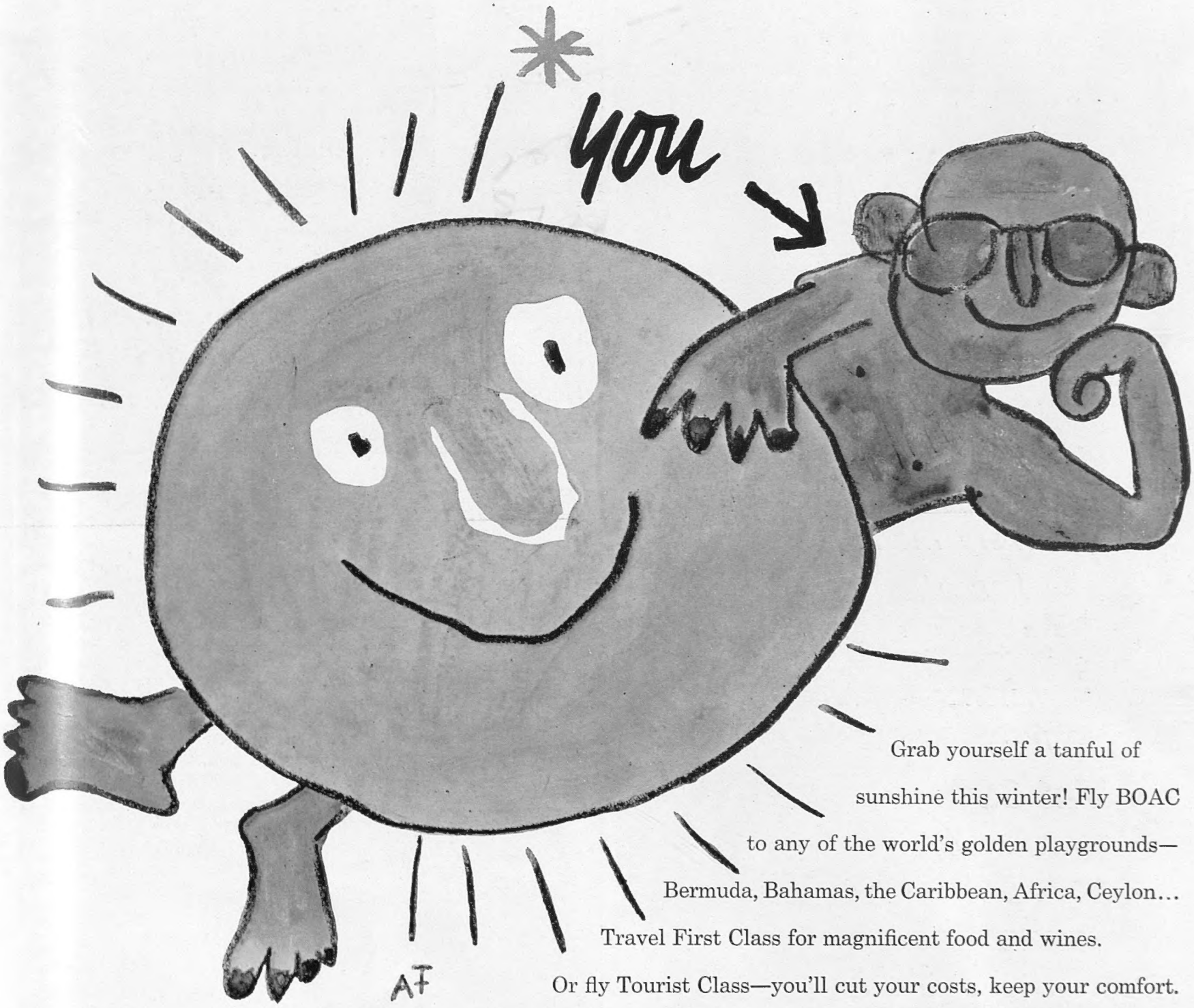

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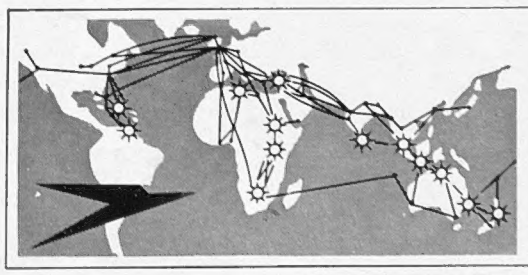

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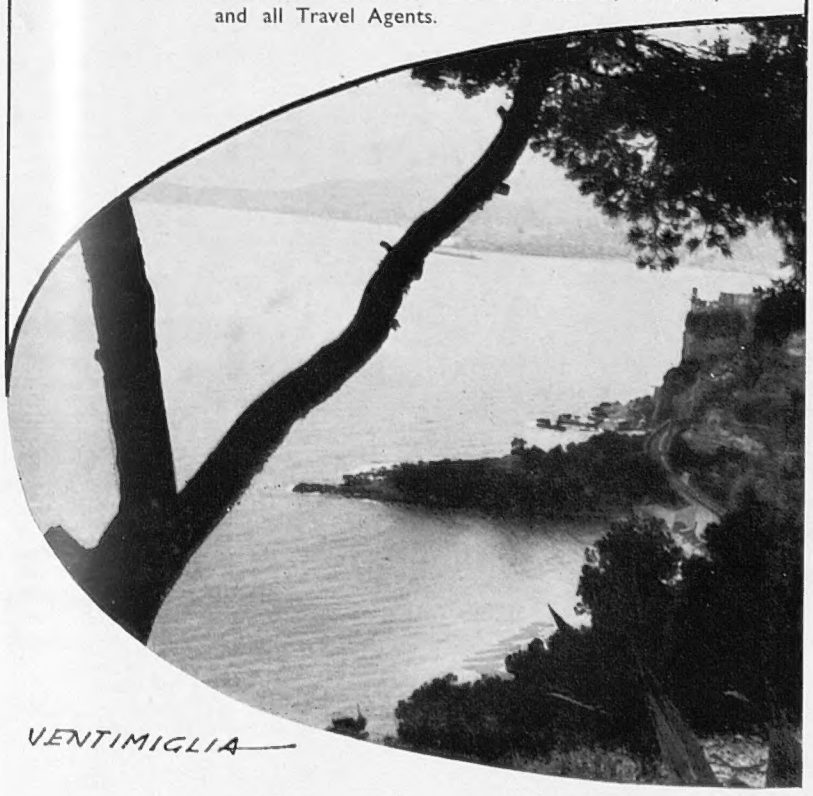

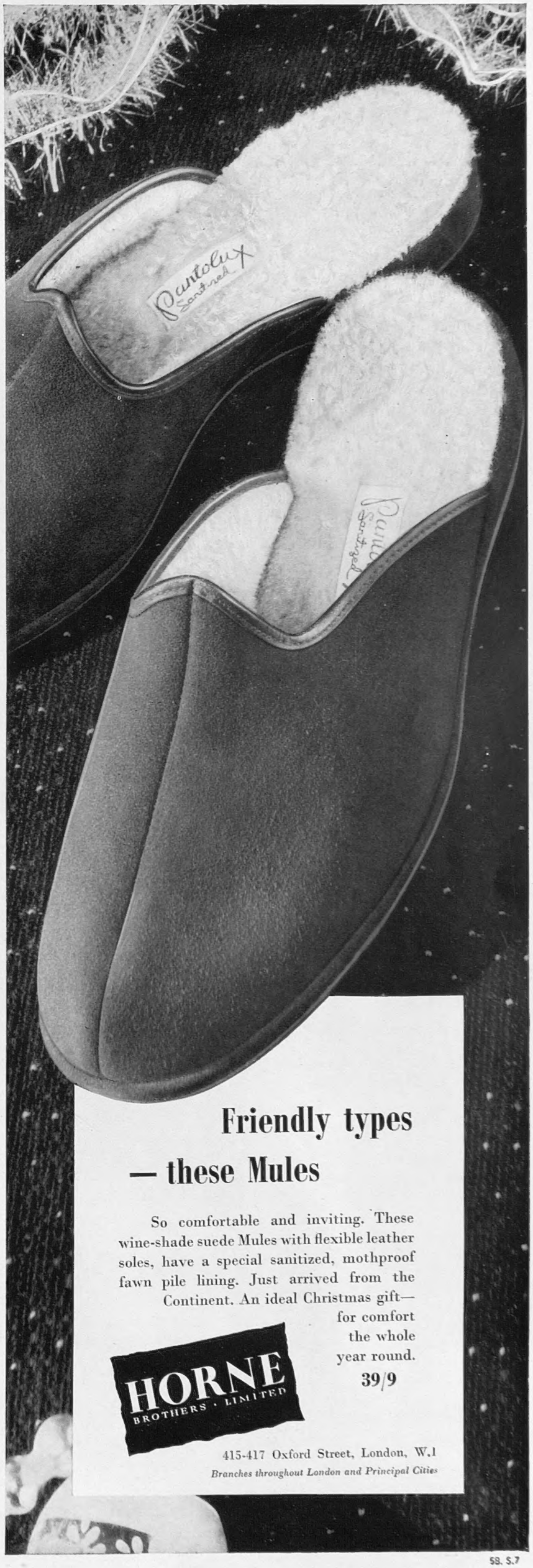

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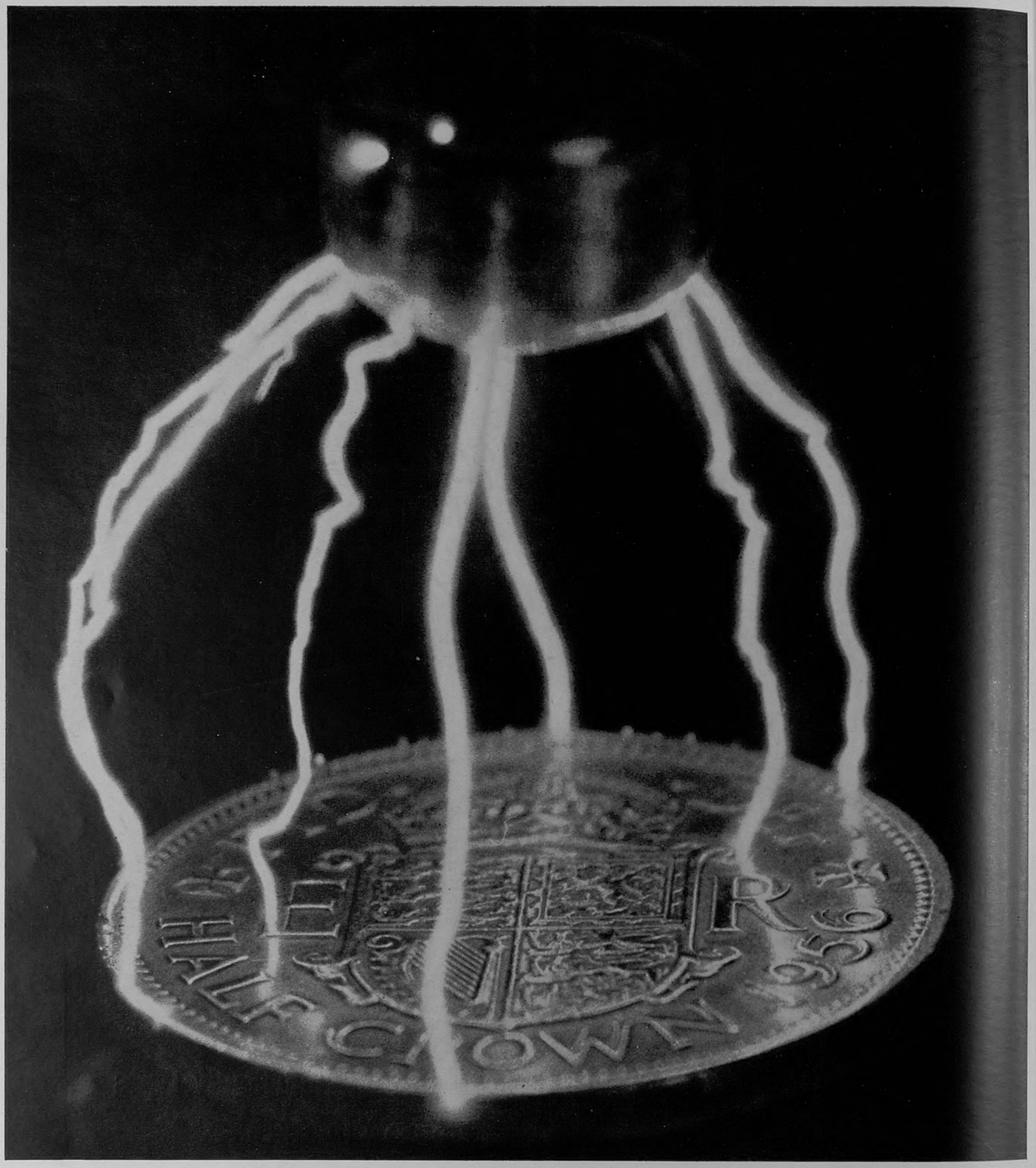

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Volume CCXXXV No. 3063

The SPHERE, London, December 13, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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A MODERN APPROACH TO AN ANCIENT CRAFT—A CHURCH MURAL IN MOSAIC: Mr. John Piper, assisted by Mrs. Grace Grover, lays small coloured squares of mosaic on a sketch plan on the floor of the workshop in Kingston of a firm specialising in tiling. The mosaic is destined for the reredos of a new church in Kingston, Surrey. Mr. Piper has also designed a mosaic for the B.B.C. Television Centre. This mural is 26 ft. by 16 ft. and is being prepared in three sections.

Perhaps the best-known of mosaics are tessellated designs in Roman pavements. Later, the use of richer materials and the spread of pictorial design led to much mosaic work in churches. Mr. John Piper, who has been interested for some time in the craft, is carrying out two designs in mosaic, one for the reredos of a church and one for the B.B.C. Television Centre. The mosaic is based on the artist's colour sketch. A wide range of colour and "texture" is used. The squares are made in vitreous glass, ceramic, or porcelain. They come from several countries, including Italy, Sweden and India. The last provided an opaque white glass mosaic of unusual quality. Mr. Piper indicated that some of the squares should be made in a precise shade of colour. In working out the mosaic in detail, the stones are placed on a rough guide, which leaves room for revision as the work continues. When the placing of the tesseræ is finally decided each small section is bound together by a layer of brown paper. These squares are numbered and then laid in order on the wall on a cement mix base. When they are firmly in place, the brown paper is stripped off.

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A PANORAMIC VIEW OF THE AUDITORIUM IN LONDON'S ROYAL FESTIVAL HALL: The unusual side-to-side view was taken from the rear of the stalls during an orchestral rehearsal for the Royal Concert. The 140-degree angle "shot," while tending to reduce the apparent size of the platform—large by concert-hall standards—still leaves it the focal feature and emphasises the strange emptiness of the seats and boxes. The impression of spaciousness is further heightened by the way in which the front of the boxes reflects the overhead light.

A London Newsletter

195-198, STRAND, W.C.2.

"Not for Everyone."—On December 5 the Prime Minister opened the Preston by-pass, the first section of the great new motor road northwards. That section has long been needed. But it is "not for everyone." The Minister of Transport had issued before the opening a warning and a special code for a type of motor-travel quite new to Britain, and we shall watch the tell-tale figures of accidents on the new stretch with anxiety and interest. Only those who are fit and calm and have modern cars and are not likely to be panicked when passed at 90 m.p.h. and are prepared to cruise for long periods at up to 50 to 70 m.p.h. themselves are advised to use it. There must be no stopping, parking or walking on the carriageway, and those who cruise at normal speeds only must stick to their lanes and interfere as little as possible with those who mean business at 100 m.p.h. Accordingly, those who like to cruise at 35 m.p.h., to stop and stretch their legs and exercise their dogs or try out vintage cars, had better remain in whatever by-roads may lead them home at last, or, at any rate, stick permanently to the leftest lane reserved for those trailers which are not 200 per cent. in breach of their speed restrictions. I assume that speed-controlled lorries on the new road will all "show their paces," as hitherto only 50 per cent. of them have been used to doing on our old roads. Press on round Preston and the devil take the hindmost. But if official warnings frighten us too much, the new road will be reserved for Mike Hawthorn and his peers, or for bankrobbers and teenagers.

Communists Decline in Favour.—A great share in making the trouble which has so long bedevilled our world and the hopes of peaceful and civilised progress has, not unjustly or unproven, been attributed to Communists. In the reaction against Fascism they have certainly shown all over the world that they are capable of hardly less violent swings to extremes and that, unless checked and constantly countered, they would keep our world upside down and continue the "good work" of Fascism. The vicious circle is doubly seen. Communism derives its appeal from grinding poverty and prevents its elimination. It often upsets the chance of re-establishing good relations between nations and between employers and employed in industries small and big. It exploits real grievances and, at the lower level of shop stewards, is not always above inventing grievances which do not exist or magnifying grievances which adequate machinery exists to settle. And now there is clear proof that people who for years have been too complacent and tolerant are growing bored with everlasting trouble-making and the preaching of class-hatred and race-hatred. In France, where Communism has been more of a problem than in Britain, Communists have taken a decided knock, and in Britain, it is clear, a reaction against their subversive campaigns and instigations to lead the workers to revolt against the authority even of their own unions is setting in also under the tardy impulsion of unions, employers and the general public. The middle of the road supplies the best surface for steady travel, except on the Preston by-pass.

A Banquet with Speeches.—I have been so long accustomed to the dinners of the Pilgrims, or the English-Speaking Union, proving to be a slogging-match of compliments and clichés *et praeterea nihil* that I was agreeably surprised by the Guildhall Banquet to Mr. Richard Nixon. Mr. Nixon's reputation in this country went up by leaps and bounds during his brief visit here, and I feel no doubt that he has been the victim for a long time past of too much bitter partisan propaganda of denigration which travelled over to Britain and formed our estimate of his worth, until he came here as substitute for Mr. Eisenhower. Certainly he looked far younger than we supposed, but his voice and delivery were admirable and he spoke most statesmanlike good sense, with authority and the minimum of bromide. So, too, did Prince Philip and the Premier. That Mr. Nixon spoke from a script was inevitable, for he had to weigh every word he spoke. I presume we must get used to highly-practised speakers, called on for shorter, more informal and light-hearted after-dinner speeches, doing the same. Certainly the technique of speaking from script is constantly improving, and television, since it gives the secret away, is responsible for the improvement. Two weeks ago at Guildhall, fewer compliments and clichés and more practical sense and realism were let fall than I can recall in years of such banquets.

THE COVER OF THE CHRISTMAS NUMBER OF "THE SPHERE"

THERE is still time to order copies for your friends at home (and for yourself) and we will watch the mails so that copies will arrive by Christmas. THE SPHERE Christmas Number may be ordered now *from your newsagent, price 4s., postage 6d. extra, or direct (with remittance) from the Publishers, Ingram House, 195-198, Strand, London, W.C.2, who will send an attractive greeting card giving your name as the donor.*

Youth at the Prow.—If voters at by-elections are not always very keen to turn out in the smog of November to record votes, they seem in theory, at any rate, to seek the counsel of the young men to represent their views, at any rate in non-marginal constituencies. The "heir of Lord Boothby," aged twenty-three, now writes M.P. after his name and can claim to have made his fortune by his own efforts, and now Southend West Tories have chosen the twenty-three-year-old heir of Sir Henry Channon as prospective candidate. No doubt there were heads shaken over both candidates, though there are undoubted advantages in catching your member young and giving to youth the chance of gaining political experience at the earliest moment. Other "babies" of the House pre-wars were Charlie Mills and Lord Winterton. The former would have gone far. The latter lived to be a Nestor, and still pronounces on political matters. The case of the younger Pitt is not perhaps regarded as relevant, unless the age of Privilege is staging a comeback. The same emphasis on youth is often placed nowadays on selecting J.P.s in rural areas, and with no less sense. But J.P.s are not salaried, and young men in their twenties or thirties, able and willing to serve on Benches, are very hard to find in country districts. It is an odd fact that in remote country areas, except in holiday time, or after school hours, it is rare to meet on the roads any child or youth, with the exception of some in their twenties driving farm vehicles or improving roads.

A Famous Fountain.—My recent note on the acceptance by the Treasury in lieu of estate duty of the estate of Woolbeding, near Midhurst, and of its handing over to the National Trust, brought me sufficient correspondence to justify the belief that a further note on its famous fountain might interest readers. If this fountain, with its little figure of Neptune—hitherto attributed to Cellini or John of Bologna—formed part of the acceptance,

LONDON PANORAMA: This new view of old and new London, is from the tower of the Thorn Electrical Building which is now nearing completion in St. Martin's Lane. The picture, looking towards the north-west, shows Hampstead Heath in the background. Towards the left the spire is that of St. Giles Church (near Charing Cross Road) with, beyond and to the right, the tower of Senate House of the University of London. Centre right is the British Museum. A picture of the Thorn Electrical Industries Building, which has 14 storeys, is on page 434.

it may be that it is a very valuable part, and one which should be conserved to best advantage for the "new owners." On the authority of Sir Kenneth Clark, who carefully examined it, the Neptune was by Rustini, from a design by Leonardo, and he expressed the view that, if kept under cover and no longer in the open air, the figure would polish to a really marvellous patina and prove its claim to be a major work of art. Before the burning down of Cowdray House at the end of the eighteenth century, it stood in the courtyard there, and when Lord Robert Spencer was authorised to move it to Woolbeding, he set it up on the lawn beside the tiny church, so that for at least two centuries it has stood in the open air, without material damage, but with no chance to reveal its full splendour. The house will not be shown to the public and I do not know if there will be access to the garden. I still wonder who was responsible for handing out to the Press, when the transfer was announced, the extraordinarily inaccurate account of the provenance and succession-history of Woolbeding. The public is certainly entitled, when the Treasury offers it a manor in lieu of cash, to know its history and to enjoy its treasures and amenities.

Used Envelopes.—Lady Reading, alias Lady Swanborough, has already made some discoveries about life in the House of Lords which have earned her praise in a *Times* Fourth Leader. She does not suggest that they "toil not" in that House, but that what they achieve is done with dignity and, if possible, done by a uniformed agent and without regard to mean economies. No noble lord or lady there, for instance, "uses up second-hand envelopes." This suggests that noble lords, when at home, quite often resort to this form of economy, in the belief that it may still benefit the national economy as well as their own purses. I have continued this habit ever since the war and I thought that I was in a minority of two, the other being an old friend, now retired but long used to the superb stationery of "Kings Houses," whose letters to me are often enclosed in what look like third- or fourth-hand envelopes. Moreover, I have recently been checked by my employers in this use, on the ground that the postal authorities are confused by, or, at any rate, pay less deference to, envelopes with cancelled addresses and sticky aids, with the result that my "copy" is delayed. So I have had to discontinue the practice in my business, but still adhere to it in private correspondence, and I am comforted to learn that some noblemen, at any rate, are as cheese-paring or prudent as I.

National Gardens Scheme.—A wet and miserable summer in 1958 failed to check the popular appeal of the Gardens Scheme. On the contrary, the total collected was nearly £1,000, over £200 more than in 1957. That means a lot to retired district nurses in relief and comforts. It is abundantly clear that if more small-garden owners would take it on trust that people are ready to come from distances to see what can be made of small spaces and are quite often as interested in the house or vegetable plot as in the rarer flowers and shrubs, they would lose their diffidence and join the scheme—which offers the friendliest occasions available in the summer. And if such garden-owners would offer tea (at a price) in their houses, they would be astonished at the number of visitors who come again and again. In my own West Sussex, Highdown, Goring-on-Sea, was as usual the top favourite, taking nearly £100, but Field Place, South Lodge and Woldingfold, Horsham, Parham and Sedgwick Park were all very satisfactorily attended, and some of the smallest gardens got quite excellent harvests and prove my contention that no house and no garden is too small to attract public interest.

A NEW APPOINTMENT AT THE BRITISH MUSEUM: Mr. F. C. Francis, who was formerly Keeper in the Department of Printed Books, has been appointed Director and Principal Librarian. He takes up his new duties in February, succeeding Sir Thomas Kendrick, who is retiring.

A Dangerous Trade.—It becomes clear that Test cricketers nowadays are engaged on a dangerous trade or have not the stamina of their predecessors. To pick a fit eleven for any match, at least twenty-two players should be chosen for a tour and each perhaps should travel with his personal doctor, as heads of State are apt to do. Our team in Australia is being decimated by casualties and the air is congested with substitutes from England to be hurled unacclimatised into the fray. One might suppose that all this is the result of the fire and fury of the play, but hitherto this has not always been borne out by the records of matches played or the rates of scoring, and we have heard a good deal about dead wickets and over-cautious play. There is a strong case for playing Test matches with a lawn-tennis ball and in rubber-soled shoes with shorter hours of play and still shorter boundaries. Then perhaps reports from "Down-under" would be more exhilarating and the financial aspects of the tour—which are of great importance—would look prettier when finally totted-up. For the star players—as delicate as racehorses—are the prime money-spinners and need to be kept in cottonwool and carefully nursed.

Doctor Fells of Literature.—Starting off with the premise that the age we live in is becoming increasingly benevolent and charitably-minded, "Oliver Edwards" recently examined the tendency of modern critics to debunk famous dead authors without necessarily debunking their works. Our benevolent age, he suggested, spares the living author, and bitter criticism is reserved for the private lives and characters of dead writers of fame. For my part, I have more Doctor Fells among the living than among the dead, and I 've got a little list. I see no point in raking up the less meritorious occurrences in the private lives of dead authors, though I am quite prepared to reassess their works and to find them outmoded or overpraised. High on my Doctor Fell list of living authors —mostly small-fry—are anonymous authors of novels about homosexuals, females who disinter the frailties—often unproven—of long-dead historical characters, the biographers of living persons more publicised than important, above all, those who deal in the trivia of royalties dead or living, and all those "Ladies Addle of Eigg" who recall the glitter and the gold of Edwardianism in a purely snobbish and nostalgic manner. What their private lives may be or have been is of no interest to me. Their works condemn them.

THE OLD STAGER

DEMONSTRATIONS AT A ROCKET BASE

Members and Supporters of the Direct Action Committee Against Nuclear War Clash with R.A.F. and Civilian Police at Swaffham, in Norfolk

DRAGGED OUT OF THE SITE: One of the demonstrators is forcibly removed by two policemen. A loudspeaker van instructed the demonstrators not to use violence even if provoked.

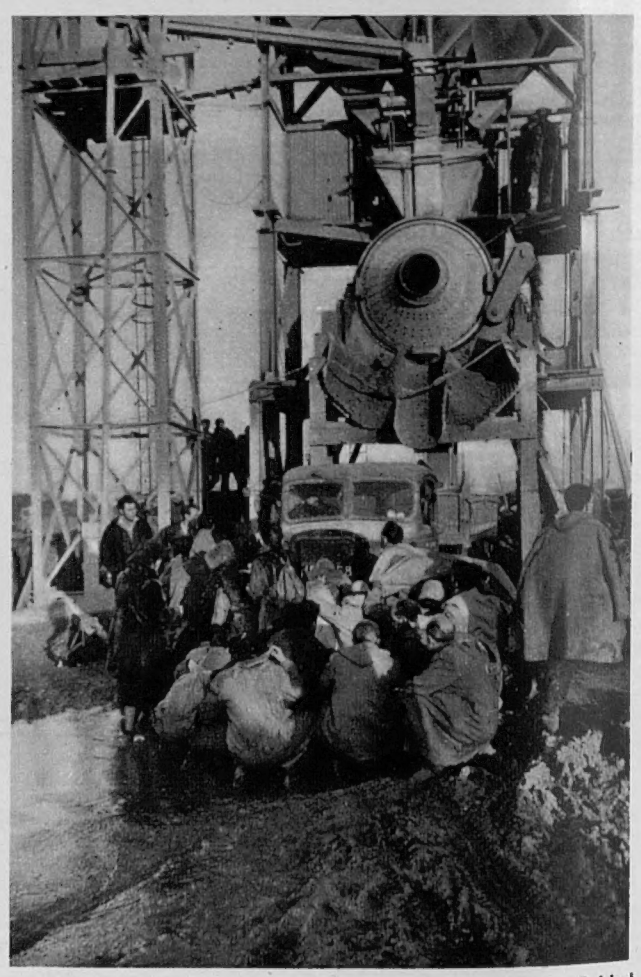
EJECTED FROM THE ROCKET BASE: Members and supporters of the Direct Action Committee against Nuclear War stand outside the wire fence surrounding the guided missile base being built near Swaffham, in Norfolk. The Direct Action Committee organised the protest march to Aldermaston at Easter. During two days of scuffling at Swaffham, they were again demonstrating against the use of nuclear weapons. Their main objective, according to reports, was a giant concrete-mixer, which they hoped to stop and thus hold up work on the site. They managed to penetrate the outer perimeter, but during an ensuing mêlée, involving workmen and Service firemen, many of the demonstrators became covered with mud and wet concrete or were soaked by hoses turned on them. Demonstrators claimed unnecessary violence was used.

On left—

ON THE WAY TO SWAFFHAM: Carrying slogans and banners, demonstrators march towards the base. They picketed the entrance gates throughout the night, lighting fires to keep warm.

DURING THE "INVASION": Two supporters of the Committee try to force their way through barbed-wire, pursued by a Serviceman. At least twenty people managed to get inside the base.

ANKLE DEEP IN MUD AND WATER: Members of the Direct Action Committee try to hinder construction work on the base as they are sprayed with water. Some of them lay down in the mud in front of lorries and had to be dragged away. Others remained outside the camp holding up lorry drivers and talking to them.



THE OBJECTIVE: Demonstrators squat in front of a lorry. Behind is the concrete-mixer, the main objective of the "invaders." One or two reached the top of it but were pulled off.

BETTER ROADS AHEAD

The Prime Minister Opens the Preston By-pass, in Lancashire

A new era in road travel in Britain came into being last week-end when the Prime Minister formally inaugurated the 8½-mile-long Preston by-pass between Bamber Bridge and Broughton, in Lancashire. It has taken two years to build, the cost being in the region of £3,750,000. Although short, it is a vital link between the industrial north-west and the south of England.

This was emphasised by Mr. Macmillan who, after driving over a stretch of the motorway, said that the Government believed in planning for a motoring age and that sometime in the future the by-pass would be widened and improved to take its proper place in the great motorway which would run from London round Birmingham and the West Coast. Proceeding over the motorway, the driver will find travel conditions which hitherto have not been experienced in Britain. The road is unrestricted, unhindered, free from crossings, traffic lights and pedestrians. Cruising at speeds of 80 miles an hour and more is possible.

THE OPENING OF BRITAIN'S FIRST MOTORWAY: From an aircraft, the camera looks down on a stretch of the 8½-mile-long by-pass at Preston, in Lancashire. It is the first link in a network of motorways planned for Britain and is designed to enable traffic to travel safely at high speeds. The two-lane carriageways have an effective width of 26 ft.

On right—
INAUGURAL CEREMONY: At Samlesbury the Prime Minister is about to press a button to cut the traditional tape across the road by remote control. He also pressed another button to unveil a commemorative plaque. Afterwards, Mr. Macmillan drove four miles along the motorway. On his return he said that it was a fine road and its opening was the symbol of the beginning of a new era of motor travel.

TRAFFIC STARTS TO FLOW ALONG THE PRESTON BY-PASS: *Left*—Vehicles proceed at speed in both directions. *Right*—The Prime Minister's cabriolet leads the first vehicles along the motorway after the opening ceremony. At the end of the first day, the Automobile Association stated that traffic had been flowing in both directions at the rate of some 400 vehicles per hour, their average speed being in the vicinity of 70 m.p.h. Drivers maintained excellent lane discipline, as set out in the new motorway code.

DINNER PARTY BEFORE THE BALL: In Paris, Baron de Rede accompanies Princess de Polignac (left) and the Baroness de Monaco during the dinner party which he gave at his home before the Winter Ball at the Hotel de Coulanges, in the Place des Voges. The Ball was given by the Baroness de Cabrol in aid of charity and the guests either carried or wore masks. Among the 300 guests were the Duke and Duchess of Windsor.

ON THEIR WAY TO THE CHARITY DANCE IN PARIS: Mr. Jimmy Douglas, the son of the Secretary of the United States Air Force, escorts a masked guest to the Winter Ball. She is Miss Kleiner.

MASKS AT THE BALL

Personalities at the Winter Ball in Paris

MASKED FOR THE BALL: *Left*—The Duchess of Windsor holds a gay mask up to her face as she arrives at the Hotel de Coulanges. *Centre*—The tartan mask for the Duke of Windsor is fixed in position. *Right*—Vicomtesse de Ribes also arrives with her mask in position. It is trimmed with feathers. One of the most impressive masks was carried by Mrs. John Ward. It measured 4 ft. by 3 ft. and contained 2,000 feathers.

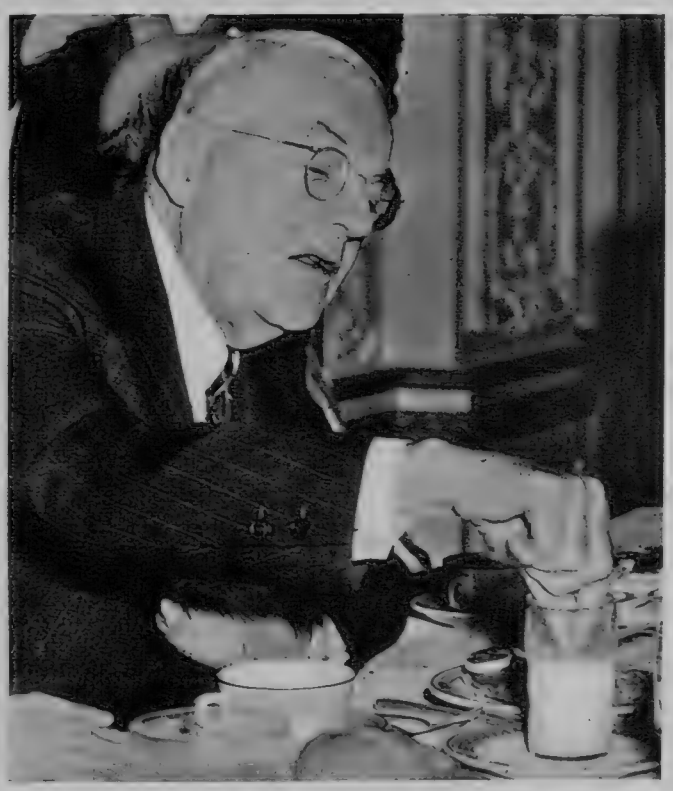
SITTING WITH THE DUKE OF WINDSOR: Mrs. Daisy Fellows holds her mask away from her face as she sits at the candlelit table. *On right*—On their way to the ball the Ranee of Baroda (left) and Barbara Hutton (right) leave the dinner party given by Baron de Rede, at which they had been guests.

THE NEWS IN PICTURES

MARSHAL TITO'S TOUR: The President of Yugoslavia stands with President Nasser at a window of the Suez Canal Authority's building in Port Said. Their smiles were for the crowd which had gathered to welcome Marshal Tito. He had made a short stop for talks with Colonel Nasser before proceeding through the Suez Canal. In his tour the Marshal will visit several Asian and African countries and return to Egypt for a longer stay.

BEFORE THE WEST BERLIN ELECTIONS: Dr. Adenauer talks to the Press after attending a Session of the West Berlin Senate. With him are Herr von Brentano (centre), the West German Foreign Minister, and Herr Willi Brandt, the Lord Mayor of Berlin. The Federal Chancellor was in West Berlin before the elections for the West City Parliament. To most voters this was a plebiscite in which they could register their opposition to the Russian proposal for a "Free City." Dr. Adenauer introduced a controversial note by attacking the Social Democrats, hitherto partnered by Adenauer's Christian Democrats in the city Government. In the elections the Social Democrats were returned with a clear majority over the Christian Democrats. No other party won a seat. Thus the Russians suffered a setback. So, perhaps, also did Dr. Adenauer.

THE NEW DIRECTOR-GENERAL OF UNESCO: Dr. Vittorino Veronese, of Italy, takes the oath of office at the conclusion of the General Conference of Unesco in Paris. During the proceedings he had been elected to succeed Dr. Luther Evans (United States) as Director-General. Dr. Veronese was chosen by fifty-five votes to twenty with four abstentions. Opposition came mainly from the Soviet Union. The new Director-General is a forty-eight-year-old lawyer who was formerly President of Catholic Action in Italy.



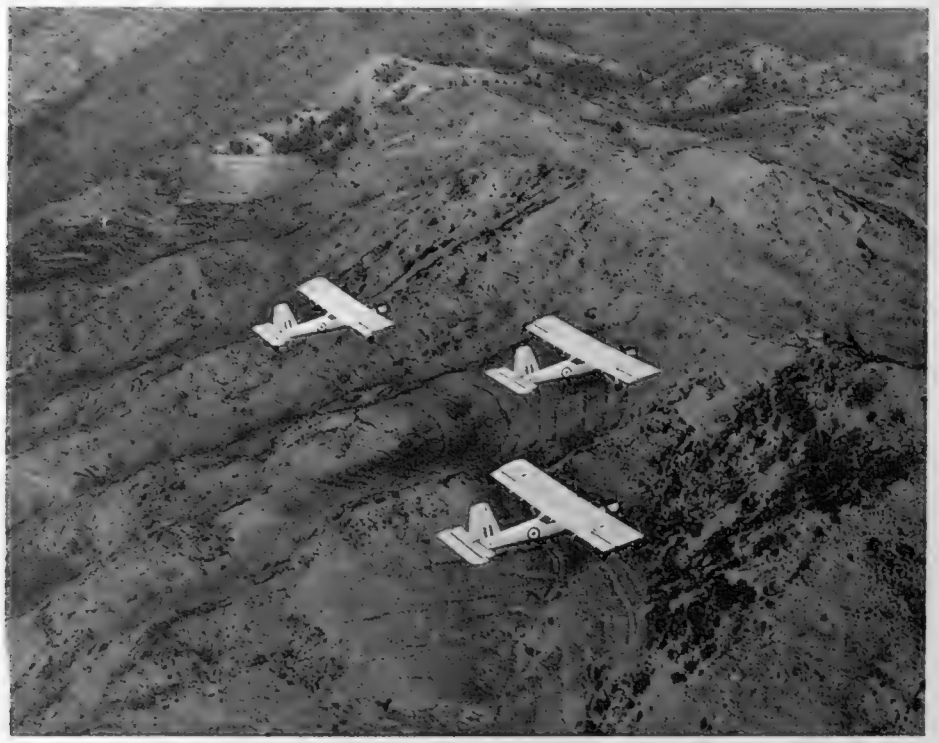
On left—

MR. DULLES' INDISPOSITION: The U.S. Secretary of State is seen at a luncheon in San Francisco. On his return to Washington it was announced that he had been taken into hospital for treatment for an intestinal ailment.

PROFESSOR ERHARD IN LONDON: The West German Minister for Economic Affairs (left) drives from Victoria Station with Mr. Reginald Maudling, the Paymaster-General. The Professor had arrived on a visit from the Common Market Conference in Brussels to discuss the difficulties which have arisen over European Free Trade within the wider system of the Organisation for European Economic Co-operation.

"THE SIX" IN CONFERENCE IN BRUSSELS: In the French delegation at the Common Market meeting, M. Couve de Murville is second from the right at the table. An impasse had been reached last week over the various proposals for European Free Trade. Among the six members of the Common Market is France—the others are West Germany, Italy, Belgium, the Netherlands and Luxembourg. It was made plain in Brussels that France opposed the proposals, sponsored by Britain, for a broader Free Trade area within the seventeen countries in O.E.E.C. However, the Common Market countries still showed anxiety for compromise.

THE NEWS IN PICTURES



TACKLING EOKA TERRORISTS IN CYPRUS: In the middle of Nicosia, an Army patrol jeep stops to make a routine check at a barbed-wire road-block manned by armed servicemen. *On left*—Three Prestwick Pioneer aircraft fly in formation over hills in Cyprus. They belong to a squadron of Pioneers sent to Cyprus at the request of Major-General Kenneth Darling, Director of Operations, to form an "air umbrella" for operations against terrorists. Packed in crates, the aircraft were flown to the island from the R.A.F. station at Dishworth, in Beverley military transport aircraft. They were re-assembled and joined forces with a squadron of helicopters. A further squadron of Chipmunks is now on its way to Cyprus to complete the complement.

AMERICAN VISITORS TO JERUSALEM: Mr. Ben-Gurion, the Prime Minister of Israel, greets Mr. Herschel Loveless, the Governor of Iowa, and his wife, during their informal visit to Israel. The American visitors were in the country during the recent border clashes reported to have occurred between Israel and Syria. According to Israeli sources a number of settlements on the Israeli side were shelled and there were several casualties. It was decided to make a complaint to the Security Council.

A FORMER PRIME MINISTER OF BURMA STARTS A PERIOD OF RELIGIOUS CONTEMPLATION: Wearing the Buddhist Yellow-Robe and with his hands clasped, U Nu is received into the Meditation Centre in Rangoon. It was reported that his withdrawal from material affairs into spiritual contemplation would be only temporary. Last month U Nu resigned the office of Prime Minister in favour of General Ne Win, the Chief of Staff of the Burmese Army. Elections are planned for Burma in April next year.

A FIRE IN AMERICA IN WHICH NINETY PEOPLE LOST THEIR LIVES: Teams of firefighters surround the parochial school of Our Lady of the Angels, on West Side, Chicago, during attempts to extinguish the flames and smoke which enveloped the building after an explosion in the boiler room. Altogether a total of eighty-seven young children and three of their teachers, nuns, lost their lives. *On right*—Firemen survey the charred remains in the school's main corridor. The fire started only 18 minutes before classes were due to be dismissed for the day. Because of the unaccountable rapidity with which it spread throughout the two storeys, investigations are being centred on the possibility that it was started by a fire-raiser. There were 1,300 children in the building when the fire broke out. Only two school fires in the last 100 years in America have cost more lives. The greatest disaster was in 1937 when 294 died in an explosion and fire in New London, Texas. In 1908 176 lost their lives in a school fire in Cleveland, Ohio.

THE NEWS IN PICTURES

FLOODS IN SICILY: A rescue squad of the fire brigade of Santa Teresa Riva carry a rubber dinghy past the main doors of the parish church. The village near Messina was inundated by the floodwaters of the Savoca and Fiumara rivers after heavy rainstorms on the island. The floods caused great damage among orange plantations in eastern Sicily.

SNOW IN THE UNITED STATES: At Holland, in New York State, snow covers a junkyard full of old and discarded cars. Squalls of snow in southern Erie County and in the suburbs of Buffalo, 25 miles to the north, led to drifts in some places over 3 ft. deep. In Canada, on the other side of the Great Lakes, there were blizzards blowing in from the west over south-eastern Ontario.

On right—

CALLED TO THE BAR: In the Hall of the Middle Temple one of the students, in gown and wig, shakes hands with the Marquess of Reading, this year's Treasurer of the Middle Temple. A queue of students who have passed their Bar examinations wait their turn to be called. With their backs to the camera in the foreground are Benchers of the Middle Temple. Fifty-two students were admitted as barristers. About half of those who take the Bar examinations nowadays are from overseas.

Below—

RUSSIAN PAINTINGS FOR THE ROYAL ACADEMY: A portrait of Leo Tolstoy, painted by Ilya Efimovich Repin, the leading nineteenth-century Russian artist, is unpacked at the Royal Academy. Extreme right is Mr. Henry Rushbury, Keeper of the R.A., and second from right is Mr. S. S. Churakov, artist-restorer of the Central Workshops of Restoration, Moscow. The collection forms the R.A.'s Winter Exhibition, "Russian Painting from the Thirteenth to the Twentieth Century."

AN IKON FOR THE EXHIBITION: One of the works to be shown at the Royal Academy is a large painting of an ikon, probably dating from the fifteenth century. It has never been out of Russia before. Mr. Humphrey Brooke, Secretary of the R.A. (left), and Mr. V. M. Zimenko, chief editor of the magazine *Art*, Moscow, examine the work after its journey. The R.A. Winter Exhibition is planned to open on January 3.

THE NEWS IN PICTURES

A MILITARY FAREWELL IN THE ADEN PROTECTORATE: Officers of the Protectorate Levies draw the Land-Rover in which Colonel D. L. Lister, D.S.O., M.C., is sitting by the driver. Members of the Camel Corps provide an escort. The Colonel had made his last inspection of the Levies and its associated Camel Corps before relinquishing his command. He is to take up an appointment in Cyprus early next year. After the inspection he was escorted to the perimeter of the barracks. (Pictures of Aden from the Air on pages 420-21.)

THE BOYCOTT OF FLAGS OF CONVENIENCE: The Liberian flag flies from the stern of the grain ship *Merlin*, waiting to be unloaded in the Victoria Docks of London. The picture was taken during the four-day boycott, organised by the International Transport Workers' Federation, of ships flying flags of convenience on the registries of Panama, Liberia, Costa Rica and Honduras. In many countries dockers refused to work these vessels.

A VISITOR TO CHINA: The Premier of North Korea, Kim Il-sung (right), and the Premier of China, Chou En-lai, are showered with confetti and streamers as they drive through Peking. Kim Il-sung had arrived with a North Korean delegation visiting China.

VOTING IN ALGERIA DURING THE FRENCH GENERAL ELECTIONS: Veiled women form a separate queue from their menfolk as they wait to vote at the polling station in the village of Ben Embarek, in the Soummam Valley of Algeria. The result of the voting showed that advocates of full integration had won at least sixty of the seventy-one seats reserved for Algeria in the new National Assembly in Paris. But some significance was attached to the fact that 30 per cent. of the Algerian electorate abstained from voting. General de Gaulle went to Algeria last week for five days.

LOOKING TO THE FUTURE IN FRANCE: M. Jacques Soustelle (left), leader of the Union for the New Republic (U.N.R.), talks with M. Pelletier, Minister of the Interior, in Paris. The U.N.R. had a sweeping victory in the polling in Metropolitan France and Algeria for the new National Assembly. M. Soustelle and his associates have declared that their political views are of the Centre rather than of the Right.

World Affairs

THE DISSIPATION OF FEAR OF WAR

By JOHN CONNELL

WAR on a world-wide scale, as every one of us in our generation is grimly aware, is a dreadful and shattering experience. Either in retrospect or in prospect it is unseemly and foolish to seek to make light of it. But I have long been convinced that the ignorant, brooding, fear-haunted anticipation of a war is in many respects worse and more soul-destroying than the experience itself, however hideous that may be. The clear enunciation, among the Four Freedoms, of the freedom from fear had a direct and heartening moral quality about it which not all the saddening and disillusioning experiences of the years which followed have been able totally to destroy. A society dominated by fear is a doomed society. A society from fear set free is one in which, whatever its other demerits and shortcomings, it is good to live and work.

In the 1930's the morale, not of the British people, but of too many of their elected leaders and spokesmen, was seriously undermined by fear—fear of the immediate outbreak, and even more of the long-term consequences, of a Second World War. Our country's politics and diplomacy during one of the most critical and testing epochs in all our history were fear-riddled. When Baldwin proclaimed, in his grief and his bewilderment, "The bombers will alway get through," he meant it, with passionate sincerity; but the effect, in the long-term even more than in the short-term, was deplorable. The bomber, as both sides were to discover in World War II, did not by any means always get through. The Second World War was horrible; but it did not end—as had been freely prophesied by supposed authorities, such as H. G. Wells—in the total ruin and breakdown of society.

Its end had in it that sombre tinge of irony which some historians and commentators, among whom I count myself, have come to regard as inseparable from their theme. It was discovered that atomic energy could be harnessed and used for destructive purposes, and World War II ended precipitately when two atomic bombs had been dropped on two Japanese cities. Since 1945 the ignorant majority of mankind has lived—so far as any thought of another war has affected them—in a twilight of fear: fear of a destructive, murderous horror on a scale beyond comprehension. This fear, as the size, range and destructive capacity of atomic weapons have increased, has intensified; it has been played upon and exploited for the narrowest political purposes, and in pursuit of the high and dignified aim of world peace.

The processes of inventing, improving, manufacturing and using atomic weapons have been set around with the most formidable hedge of security precautions ever known; and this has had the most dire effect on the propagation of scientific knowledge. Scientists engaged on atomic research have been cut off from one another, and cut off from the rest of the world. It seems to them that they are isolated and gagged the moment they enter a physical laboratory; outside a limited circle of their own colleagues they are absolutely forbidden—under ferocious penalties—to talk freely; they are compelled, therefore, in their communications with the outside world, either to converse in terms of trivial and usually jocose small talk, or to deliver vague, pompous and platitudinous lectures. To most people in the outside world atomic scientists are apt to seem a mysterious breed, elusive, uncommunicative and extremely sinister.

Admittedly, the basic concepts of atomic theory are complicated and far from easy to grasp. The commonsense rules of the observation and interpretation of proven fact, and the disciplines of the deductive process, are not binding. But difficult as they are, these concepts can be made comprehensible to the layman; and there is no security reason why they should not be. Effort is required—on both sides: effort on the part of the layman to understand and embody in his general apparatus of thought, among the known factors which he considers in reaching his own assessment of any military or politico-military issue, all that he has been told about atomic theory; and effort on the part of the scientist to communicate his knowledge and experience in terms which are relevant to and understood by the lay world.

Nor, in my view, is there now any valid reason why communication should not be much freer and more extensive than it is permitted to be. The old-fashioned soldier of the pre-atomic age was completely secure and silent about tactical matters either during a war or in the period leading up to the outbreak of a war; he had been taught, quite properly, to deny all valuable intelligence to the enemy, and he was obedient both to the principles and to the practice of his profession. But in peacetime he was at liberty to discuss, in writing or lectures or conversation with educated and responsible persons, matters of general strategic interest. People at large were ignorant and foolishly self-confident in Britain before World War I on all military matters; but this was the effect of the national mood at the time, not the fault of the professional soldier.

Between the wars most were ignorant and foolishly scared, because we had been persuaded that war was the most terrible evil that could befall, and that to contaminate ourselves with knowledge of how a war would be waged was to condone that evil and involve ourselves in it, morally as well as practically. The undergraduates who said at the Oxford Union in 1933 that in no circumstances would they fight for King and country were foolishly ignorant; but they were ignorant and misled not on matters of tactics and strategy but on simple, fundamental moral issues.

A DESIGN FOR AN ATOMIC BOMBER: This is an artist's conception of a possible American nuclear-powered bomber. A single nuclear engine would be in the body of the aircraft, just behind the wing. The turbo-jet air intake is in front of the wing. The crew's compartment is placed well forward to avoid radio-activity. The design was prepared by the Lockheed Aircraft Corporation of America. As far as is known no such bomber has yet been built, but the U.S., Britain and Russia are engaged on atomic bomber research.

There are similar elements of bosh and bad ethics among a good deal that is thought and said on the comparable contemporary issue. In the past few months I have taken part in more than one undergraduate debate, as a guest speaker on a motion which has always involved a decision either for or against the retention and testing of atomic weapons. I have been more than a little depressed by the young persons' drivelling ignorance of the basic principles of the matter which they have been supposed to be discussing; and out of this ignorance fear is bred, irrational and superstitious fear, which is widespread among other sections of society than that of callow, agreeable and well-meaning undergraduates.

There were two events last week which served, in my view, to emphasise the irrelevance of security restrictions on a whole range of military matters, and the danger of the ignorance and silence which are the consequences of those restrictions. The Americans successfully launched and sent on its journey of slightly over 6,000 miles the long-range guided missile known as Atlas; and it was revealed, by reliable if unofficial sources in the United States, that—as had been more than once hinted in recent months—the Russians have produced and put, at any rate, into prototype operation, a manned bomber propelled by a combination of jet engines and nuclear power, whose flight range is believed to be several times around the earth's circumference.

The inference to be drawn from these two almost simultaneous happenings is surely that there is less cause, rather than more, for fear now that it is clear that "the ultimate deterrent" is not a monopoly of either side. Each of the main possible contestants has it in his power to devastate huge areas of his opponent's country and wipe out, instantaneously and horribly, many millions of its population. The speed and weight with which both the first blow can be delivered and the inevitable retaliatory action taken make it more unlikely than ever before that either side will take so grievous and so suicidal a chance. This restraint, this perhaps apparently precarious but real balance, is the product not of ignorance but of knowledge. This is the fundamental difference between the situation which prevailed before the First World War and before the Second, and the current political *impasse* with all its difficulties and discomforts.

Knowledge is not only a weapon: it is a shield and a sustainment. This is as true in matters of national policy, of defence and strategy, as it is in matters of personal conduct. And in a universal-suffrage democracy such as ours, the more widespread and reliable knowledge and information can be, the better. This is why, in my opinion, the establishment in London, under a grant of some £35,000 from the Ford Foundation, of an Institute of Strategic Studies is so important and so welcome a step. The study and the understanding of strategy have hitherto been limited to a small circle.

The Chiefs of Staff, their advisers, the students and the lecturers at the Imperial Defence College are all still officers on the active list and subject, entirely rightly, to the Official Secrets Act and all the appropriate restrictions and regulations. The majority of retired senior officers, with all their excellent qualifications and experience, are apt to be busy supplementing their pensions or being active in voluntary service to the community, and rapidly lose touch. There is a small band of writers and students, headed by indefatigable and talented men like Cyril Falls and Basil Liddell Hart, whose individual efforts to stimulate and maintain public interest and widen public knowledge on what is, after all, a subject of supreme importance, have been almost beyond praise; their influence is pervasive, but unco-ordinated and individual.

The purpose of the new Institute has been defined thus: to provide a focus for the study and discussion of the effects of political and scientific developments upon strategy, Western defence policy and disarmament plans. It is to be on an international footing, but it will have its headquarters in London. The study of strategy is not an exercise in a vacuum. The effect of spreading knowledge and information from an authoritative centre among a responsible, interested and, it is to be hoped, widening public can, I am certain, only be practically and markedly beneficial.

THE OIL HARBOUR OF ADEN: The quay with its jetties to which tankers are anchored, was built for the British Petroleum Company in 1954. The breakwater which runs like a snake on the seaward side is 4,000 ft. long. The port of Aden and the Protectorate which lies behind it are of mercantile and strategic importance to British interests.

THE WATERFRONT OF A KEY BRITISH POSSESSION IN THE MIDDLE Above the buildings on the land, tower grim, volcanic with the Yemen and Saudi Arabia to the north. Raids from

ADEN FROM THE AIR

New Pictures of a Vital British Possession

Aden is always in the background of the news. Although it is pleasant to record the visit there of the Duke and Duchess of Gloucester last month, it has to be admitted that usually when the Colony and the Protectorate make the headlines, the reason is trouble. Frontier incidents occur with Yemen or Saudi Arabia, sometimes requiring the intervention of British troops as well as the local Levies. Or there are reports of domestic unrest.

Constitutionally the British possession running eastwards from the southern end of the Red Sea consists of two parts—the Colony and the Protectorate. The former comprises 75 square miles, including Aden and its environs. The latter, in turn divided into the West and East Protectorates, covers 112,000 square miles. The Governor of the Colony is also the Governor of the Protectorate, but this is not administered by the Colony Government. The rulers and chiefs are in treaty relations with Britain.

It is perhaps not surprising to find that the Colony is the more progressive part of the territory. The population in 1955, at the last census, was 138,441, an increase of about 50,000 on the previous census of 1946. Racially Arabs predominate among the inhabitants. Indians and Somalis represent sizable proportions, Europeans number 4,400 and there are 800 Jews.

MODERN BUILDINGS IN ADEN: Some are completed and others are under construction on one of the main streets. In recent years the authorities have undertaken an expanding programme of building and public works. Larger projects include the new civil hospital and staff houses, several schools and a number of dwellings. There has also been considerable expenditure on the making of roads.

As is to be expected in a busy port, many of the people are occupied in harbour activities. The oil refinery provides regular employment for 2,330 men—the figure is taken from the latest available Colonial Office Report—and there is a certain amount of local trade and industry.

Minimum wages and conditions of employment are governed by regulations and at the end of 1956 registered trade unions (including two organisations of employers) numbered twenty-seven. Great stress is laid by the authorities on welfare and social services. The second of two five-year plans for education is now being carried out. Besides schools it provides for a Teachers' Training Centre, a Technical Institute and a Boys' Trade School. As regards health, examination of statistical material does not give a true picture of the state of health of the inhabitants of the Colony. Aden is not only an international port. It is also the only place with a comprehensive and organised medical service in Southern Arabia. Figures of admission to the civil hospital for 1955 are revealing. The origin of the highest proportion of patients—39·2 per cent.—was not from British territory but from Yemen.

In the Aden Protectorate development cannot be so speedy. Frontier disturbances and such problems as rights of camel-owning Bedouin to transport goods must necessarily occupy the attention much of the time of the British representatives. Britain, too, has had to organise famine relief in localised areas during the past few years. Nevertheless, economic and administrative progress is being made in the more settled states.

To sum up: the future of Aden, both Colony and Protectorate, must surely depend on the future of the Arab world. Whatever happens, Britain can claim, with unquestioned justification, that she has made and is making a unique and essential contribution to the welfare of the ordinary people of the territory.

EAST: Ships of various types lie at anchor in the harbour at Aden. hills. The Protectorate has a long-standing frontier problem these territories have required British military counter-action.

DEFENCE OF COMMERCE: The view from the air shows the layout of military lines and of oil installations, lying below the hills. Aden itself has been a British Crown Colony since 1937, when it was transferred from the administration of the India Office. A number of islands off the coast form part of the Colony.

ON ONE OF THE MANY TROUBLED FRONTIERS OF THE MIDDLE EAST: The hills stretch away to the border between Aden and Yemen. In the centre of the picture are the buildings of the Government rest house and the headquarters of Mukeiris. The Protectorate Levies and tribal irregulars, supported by units of British armoured cars and infantry, have always to be on the watch and patrolling along the frontier. One of the major troubles between Aden and Yemen is that their limits have never been properly demarcated.

DROUGHT IN AUSTRALIA

Thousands of Beef Cattle Have Been Forced to Remain on the Breeding Stations of the Northern Territory

The cattle lands of Northern Australia stretch from Derby, in the west, to Rockhampton, on the east Queensland coast, a distance of 2,000 miles. In the middle of this vast stretch of country is the Barkly Tableland, extending for over 30,000 square miles. It is a flat, featureless plain, with little or no shade and practically no surface water. After rain, Mitchell and Flinders grass provides abundant feed for cattle and there are forty-six large cattle properties in the area. One of them, Alexandria Station, is a district of 11,262 square miles, and is possibly the largest cattle property in the world. This year, the stations have been hit by one of the worst droughts in memory. Grass disappeared on the routes by which the cattle are driven to the fattening lands in Queensland and South and West Australia. There was some rain at the beginning of this month but not enough to end the drought. Thousands of beasts were forced to remain inland and it was feared many of them would die before the end of the year unless there was early monsoon rain.

At the beginning of this century droughts led to such heavy losses of stock that the cattle stations were nearly abandoned. But the discovery of sub-artesian water at about 200 to 400 ft. below the surface saved the cattle industry in the Northern Territory. To-day there are nearly forty bores at the Alexandria station alone. That such wells are of extreme value is shown by the figures given for one well during the 1902 drought, the worst in Australian memory. The well, adjoining Avon Downs, watered 8,000 cattle, 15,000 sheep and 3,000 horses from July to January.

In normal years, however, cattle is moved from the Tableland to fattening country elsewhere. Across the plains and along the Georgina stock route more than 100,000 cattle move over the border to the Channel country of South-west Queensland. From Alexandria, in the Northern Territory, there is an annual overland trek for some 400 miles for about 18,000 head of cattle.

This year there has been little movement of herds. Drought has affected the Channel country and there has been no seasonal flooding of the Cooper, Diamantina and Georgina Rivers. About 60,000 square miles of normally lush country remained dry and cracked. Cattle were kept alive with water from the wells. Cattle breeders, despite the ever-present threat of droughts, regard the Northern Territory as possibly the most important breeding centre in Australia. Recently interest was again focussed on the area with the news that the Brunette Downs station, the fourth largest in the territory and second in stock-carrying capacity, had been sold to King Range Pastoral Co. One of the directors of the syndicate is Mr. R. J. Kleberg, of King Ranch, in Texas. This last carries about 85,000 cattle. A noted American rancher, Mr. Kleberg bred the Santa Gertrudis cattle which were later introduced into a property he owns in association with prominent Australians in south Queensland.

This breed marks an important development, for the Santa Gertrudis has a high heat resistance, enabling it to graze in the sun for longer periods than British breeds. It has the further advantage of early maturity. Mr. Kleberg made an aerial survey of the Northern Territory in 1952. His views on the need for more water supplies and better transport were widely circulated.

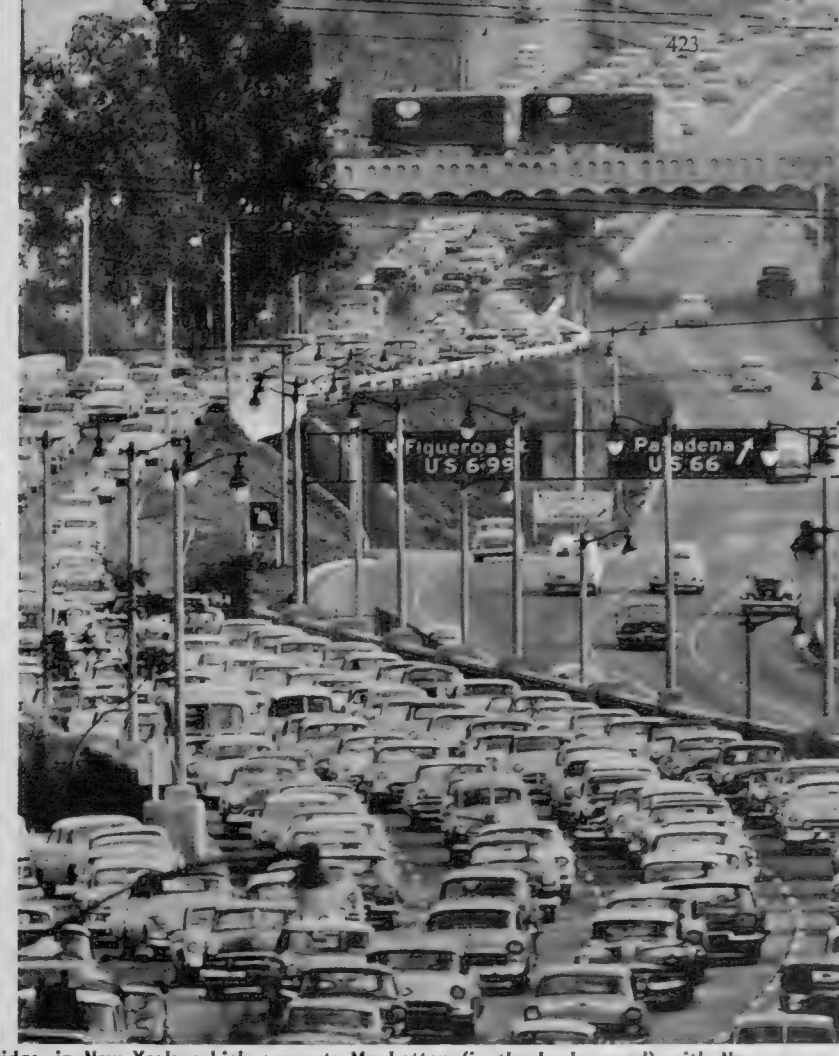
CATTLE COUNTRY: The flat, treeless plains of the Northern Territory, in Australia, have little or no surface water. During droughts, the cattle are kept alive from sub-artesian wells of water. This year some of the world's largest cattle stations have been suffering one of the worst droughts in their history. Despite some rain at the beginning of this month, there has been little feed on the overland routes and thousands of beasts have been forced to remain inland. It was feared many would die unless there was early monsoon rain.

On left—

CATTLE STATION: One of the largest holdings in the Northern Territory is the Victoria River Downs station, with an area of 5,494 square miles. The biggest station in the area which includes the Barkly Tableland—probably the most important beef-breeding district of Australia—is Alexandria Station. This has an area of about 11,262 square miles.

IN THE NORTHERN TERRITORY: Aboriginal stockmen round up cattle on Beswick Station, a property run by the Federal Government administration for the training of stockmen. One of the largest stations in the area was recently sold to a syndicate which included Mr. R. J. Kleberg, who is the president of a huge ranch in Texas.

THE END OF THE STOCK ROUTE: A mob of cattle comes to the water of a bore and earthern tank near Alice Springs. This is the end of the cattle route from north to south leading to the railhead at Alice Springs. These cattle will be fattened in South Australia. About 120,000 of the million cattle in the Northern Territory are moved each year.



THE TRAFFIC PROBLEM IN THE UNITED STATES: *Left*—A typical day on the George Washington Bridge, in New York, which connects Manhattan (in the background) with New Jersey. It is a vital link in the city's communication system and this picture shows the congestion during the rush hours. *Right*—Morning rush hour traffic, spread out over four lanes, pours into Los Angeles off the Pasadena Highway. Even the most modern highways appear to be overloaded by the ever-increasing number of cars.

PARKING—THE PROBLEM . . .

By "THE SPHERE" MOTORING CORRESPONDENT

London's traffic congestion will never be eased appreciably until off-street garages for thousands of cars have been set up. The big question is: Who is going to build them? Private enterprise has to a large extent fought shy of the subject. The main reason for this is the fear that so long as motorists are allowed to use the streets as free car parks, off-street accommodation will be boycotted. This is only natural. Why should a motorist pay 5s. or 7s. 6d. a day for putting his car under cover when he can leave it in the street for nothing?

It is obvious that motorists will gradually have to be weaned from using the kerbside as a free park. Doubtless the new London Travel Committee set up by the Minister of Transport will give this matter serious thought. For the Committee's knowledgeable chairman, Mr. Alexander Samuels, has said their chief task will be to make the most economical use of the limited street surfaces in Central London. The streets must be kept clear to ensure a smooth flow of traffic, including the comfortable coaches which Mr. Samuels hopes to see daily bringing into Central London thousands of motorists who now come by car.

I personally think the parking meter scheme is a good one, although the Paris disc system might be even better. It is only right that the available parking space on London's streets should be fairly shared among short-term parkers. But along with many other people, I am disturbed by the fact that the provision of off-street parking is not keeping pace with the installation of meters. The Government has promised that meter revenue will be used to provide more off-street accommodation. But surely they should set aside funds for this purpose immediately, instead of waiting for meter revenue to dribble in.

The simple fact is that 40,000 cars are regularly parked every day in the six square miles of Inner London. Two-thirds of them are parked for over two hours, nearly a half for more than four hours. When the meter scheme is fully implemented, on the lines laid down by the Samuels Committee, there will be meter accommodation for only 20,000. The others will have to be parked off the streets—or left at home. For when the last census was taken there was parking space in garages and off-street sites for only 7,750 cars, plus space for 3,500 on bombed sites which are rapidly being built on.

Much has been heard about plans for off-street garages, both above the ground and beneath it, but so far little progress has been made. A notable exception is the garage which is being built over an extension to the ground floor of Selfridge's Oxford Street store at a

(Continued on following pages)

CONGESTION IN LONDON: Although the pictures were taken a few years ago they are still typical of the problems facing the motorist and the police. *On the left* cars are lined up on a bombed site in Holborn, which had been converted into a temporary parking area. In recent years, however, more vacant sites have been developed for building purposes and motorists have had to find alternative parking places. In the narrow streets of the City parking is particularly difficult. *Right*—The view shows congestion which has been caused by vehicles being parked at the kerbside and in the centre of St. George Street, in the West End. Hanover Square is in the background. On the following pages are pictures from several parts of the world showing various ways in which the parking problem has been overcome or, at least, relieved.

OVERCOMING THE PARKING PROBLEM IN THE UNITED STATES: *Left*—The Hecht Company's five-storey parking garage at Arlington, Virginia, was built primarily to attract customers t the suburban shopping centre of Parkington. There is parking space for 1,600 cars and access to the company's store is possible at all levels. Three three-level ramps beside th five floors assist the rapid movement of vehicles. *Right*—At the National Autoramp Garage in Tulsa, Oklahoma, the ground floor of the building is occupied by retail stores Access to the parking space is by straight ramps. In the construction of many of the new parking garages extensive use has been made of reinforced and prestressed concrete

PARKING IN SYDNEY, AUSTRALIA: Owing to the restricted space the Kent Street parking garage, with its cage-like appearance, is operated on a combined customer-attendant system. The motorist parks his car by driving up a long low ramp, but it is returned by an attendant. He backs it from the parking space, continues up the "in" ramp to the top of the building and then turns into a continuous spiral "exit" ramp. There is parking space inside the building and on the roof for 460 cars. A 6-in.-high curb and a chain-mesh barrier take the place of exterior walls.

AUTOMATIC PARKING GARAGE: In Washington, this eighteen-storey garage accommodates seventy-two cars on a site measuring 25 ft. by 67 ft. A mechanical device is used to raise and lower the cars inside the garage. The motorist does not enter the building.

PARKING . . . AND THE ANSWER

(*Continued from previous page*)

cost of about £600,000. It will have room for 1,000 cars. That is equivalent to 3½ miles if parked in the streets. The garage will have eight storeys and storage space will cover three acres. Cars will enter and leave by a one-in-ten ramp and the floor where they are to park will be indicated electronically. This fine garage is a joint enterprise by Selfridges and Lex Garages, the managing director of which is Mr. Rosser Chinn. Part of the garage is already in operation for day-time parking. Pending full operation in March 1959, the parking charges have been fixed at 1s. per hour with a minimum charge of 2s. and a maximum charge of 7s. The latter covers the full twelve hours for which the garage is at present open.

Mr. Chinn and Lex Garages have also been prominently associated with a project to build a garage under Finsbury Square in the City. This scheme, which makes provision for 350 cars on a single floor, would entail a Private Member's Bill. There are a lot of people who object to the idea of garages under London's famous squares on the grounds that they will detract from the amenities of these fine old open spaces. It certainly looks as if garages above ground are more likely to provide the answer, though the Samuels Committee came out strongly in favour of garages under the Royal Parks.

When it comes to building these multi-storey garages there are many different views on how it should be done. Space-conserving, time-saving ideas of many different kinds have been imported into Britain from the U.S., Germany and elsewhere. One of them is the Rotapark, the use of which has been suggested as a variant to the ramp system in the garage at Selfridges.

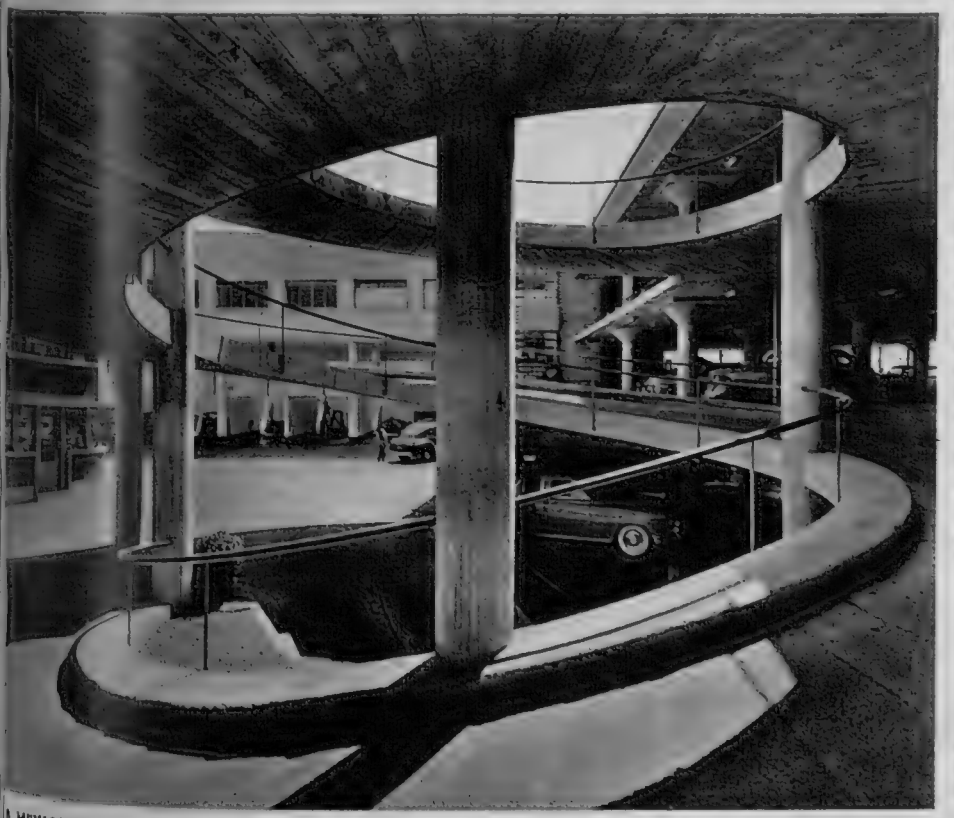
The Rotaparks which Lex Garages would like to build in various parts of Central London would each have room for 350 cars on ten revolving floors with only one attendant to look after them. Cars would drive into a lift, the attendant would press a button and the garage would revolve to bring a vacant parking site opposite the lift. Then there is the Swiss-designed "Autosilo" system, a sample of which has been in successful operation since 1955 in Karlsruhe, Germany. In "Autosilo" garages cars are housed in compartments along the two inner-facing sides of a specially constructed building.

Most of the other systems publicised in Britain, with such names as Autopark, Rotorgarage and Zidpark, are in effect variations on the same theme. With their elaborate mechanical equipment for lifting cars into the right space on the right floor, they are usually more expensive to build. But the designers claim that they earn more revenue through being able to handle cars more quickly and safely than when the customer has to drive his own car up a dizzy circular ramp. Exactly what form these garages take matters less than the fact that many multi-storey buildings are wanted urgently if the meter scheme is to be given a chance, and if the crowded streets of Central London are to be prevented from jamming solid.

SPECIALLY BUILT FOR THE 1958 BRUSSELS INTERNATIONAL EXHIBITION: In this six-storey garage space is provided for 700 vehicles; entry and exit for the cars is by a helical ramp. With the use of precast prestressed concrete beams much of the parking area has been kept free from columns.

UNDERGROUND IN MILAN: The building, which extends to a depth of nearly 36 ft. beneath the Piazza Diaz, includes a central block two floors deep, flanked by two three-storey side sections. About 600 cars can be parked here.

A MODERN PARKING CENTRE IN GERMANY: The building, which has a basement, ground floor, and two upper storeys, is situated in the centre of the town of Augsburg. If more parking space is required, two additional floors can be added to the building. The garage was built last year.



A MEXICAN GARAGE WITH A SPIRAL RAMP: Commercial Garage is situated at the intersection of two of the most important streets in Mexico City, and is designed to provide every possible service required by the motorist. The building is of triangular plan with an open central courtyard.

IN NEW YORK: The roof of the Port Authority bus terminal in Manhattan provides a spacious car park. It is fed by ramps (in background) leading down to the Lincoln Tunnel which passes under the Hudson River to New Jersey.

AN EXCESS OF "OVERSPILL"

Proposals to Establish a Green Belt Along the Hampshire Coast; Plans to Settle "Overspill" Population in Alresford and Hook

By BRIAN VESEY-FITZGERALD

DETAILS of proposals to establish a green belt, ten miles wide and stretching for fifty miles along the Hampshire coast from the Dorset border to the West Sussex border, have been published as an amendment to the Hampshire county development plan. The object is to preserve rural amenities and agricultural land threatened by development. Better late than never, I suppose. The Hampshire County Council and the County Planning Officer, Mr. T. F. Thompson, are to be congratulated on reaching this decision: even though it is rather a case of shutting the cage door after the man-eating tiger has escaped.

"For fifty miles along the Hampshire coast" is obviously a figure of speech. The whole coastline of Hampshire, from the Dorset border to the border of West Sussex, is now virtually a built-up area. In many places, this coastal urban development stretches a good way inland. It is difficult to see where this proposed green belt is going to run. Certainly not along the coast: inland from the coast, obviously. But how far inland?

The proposal to establish such a green belt has come about as the result of much outspoken criticism of the urban development which has been allowed between towns in Hampshire. Consider, for example, the "country" between Southampton and Eastleigh: there is no possibility of a green belt there, certainly not one ten miles wide. Consider the "country" between Southampton and Romsey: the two towns are only nine miles apart anyway. There is now no true countryside between Southampton and Chandlers Ford, and Chandlers Ford and Eastleigh virtually run into each other. There is open country between Romsey and Winchester (though there is scarcely ten miles of it), but there is certainly no possibility whatsoever of establishing a ten-mile-wide green belt anywhere along the twelve miles separating Southampton and Winchester.

In any case, a buffer of land is to be allowed between the boundary of the green belt and that of the development area of towns to allow for expansion. Considering the present Southampton-Winchester picture that would seem to suggest that the proposed green belt, if it is really to be ten miles wide and a genuine green belt, will have to be so sited that it runs to the northward of Winchester: Chandlers Ford and Eastleigh put paid to anything of that sort to the southward.

In common with most countrymen, I am intensely suspicious of the term "buffer" when related to land. I find it more than a little disquieting to hear that buffer areas might later be allocated to meet demands for further development. We all know quite well that there will be demands for further development. Where are these buffer areas to come from save from the green belt? These ten miles, it seems to me, are likely to shrink, and shrink pretty quickly.

Consider, for example, the country inland of Winchester. Some eight miles west-north-west of Winchester is the little town (or large village) of Alresford. The population is about 2,500, which makes it, I suppose, in between a town and a village. This is one of the sites on which the Hampshire County Planning Committee wishes to settle "overspill" population from Portsmouth and Southampton. Alresford has been chosen, apparently, because its population is not large enough to make it a "unit," and therefore it must be made bigger. The idea is to move some thousands of people (part of the overspill) to Alresford: to turn Alresford into a "new town."

I must make it clear that I do not know what constitutes a "unit." But I have known Alresford for many years, and I should have thought that it was very definitely a unit, the centre of a large and prosperous agricultural area. The land all around is fertile and well farmed, and there is a high proportion of arable. It is some of this land that must be taken to house the overspill. At present it is not threatened by development at all; only by the Hampshire County Planning Committee. It is this same committee which is proposing to establish a ten-mile-wide green belt to preserve rural amenities and agricultural land being threatened by development. I suppose that it must make sense to a planning committee, but it seems like nonsense to me.

At the same time, the London County Council is planning to build a new town for 60,000 people at Hook. If this plan goes through, some 7,000 acres of rich agricultural land will be swallowed up by bricks and mortar. I do not know how many acres are threatened at Alresford, but I do know that Hook is only some fifteen miles from Alresford. If these two new towns are built, will the Hampshire County Planning Committee propose a ten-mile-wide green belt between them, complete with "buffer land" for expansion?

Anyway, what happens when the expansion has taken place (as, of course, it will)? Is the "overspill" from Alresford and Hook then to be housed on fertile agricultural land elsewhere, complete with another green belt and more buffer land? I suppose so. What are the two outstanding features of Crawley (a new town) in the day time? One is the almost complete absence of men in the streets: the other is the multitude of prams. Already one can detect the shadow of "overspill."

Do the people who are, if the Hampshire County Planning Committee has its way, to be removed lock, stock and barrel to Alresford—do the Londoners who are (if the L.C.C. has its way) to be removed to Hook—know now that they are part of the overspill? What are they doing now? Do they feel out of place and unwanted? Are they homeless and jobless? I do not know about the Londoners (though I should be prepared to doubt it), but I am sure that the folk of Portsmouth and Southampton are not. They have got jobs and somewhere to live, and they look prosperous and contented. How does one become, as it were, "overspilt"?

But to return to Alresford and Hook: neither place wants, I gather, to be turned into a "new town." Both (Hook is a little smaller than Alresford, and perhaps less of a centre) are doing very nicely as they are, thank you. In both there is little or no unemployment: in both everyone knows everyone else, and everyone has a niche. Both are nice, closely-knit, little communities. But I suppose that what Alresford and Hook want will not count for much in the long run. Do the men and women who, though they certainly do not know it, are down in the planners' notebooks as "overspill" want to move? As far as I can see, it does not matter all that much what they want either. If the planners build a nice new town, they will have to fill it somehow.

Why choose Alresford and Hook? There is not the remotest possibility of finding employment for thousands of people in either place. The planners talk glibly enough about "attracting light industries" to these towns. Why should any light industry go to either Alresford or Hook? Hook, it is true, is on a main railway line and a trunk road. Alresford boasts only a single-track railway, and nobody who knows A.31 could possibly call it a trunk road. It really is very difficult to imagine any competent business man setting up a factory in a place with such inadequate communication links. Not even a county planning committee can attract a light industry. I suppose that it can ultimately compel one by refusing to grant planning permission for a factory anywhere else: that is, if no other authority will grant the necessary permission—a very big "if." There are a number of unemployment areas in Britain where the planning authority would be only too pleased to grant planning permission and help in every possible way. Neither Alresford nor Hook is in such an area. Moreover, if the men "deported" are to take jobs in the "new towns" others must fill their old jobs: and, that, surely, merely means replacing the overspill?

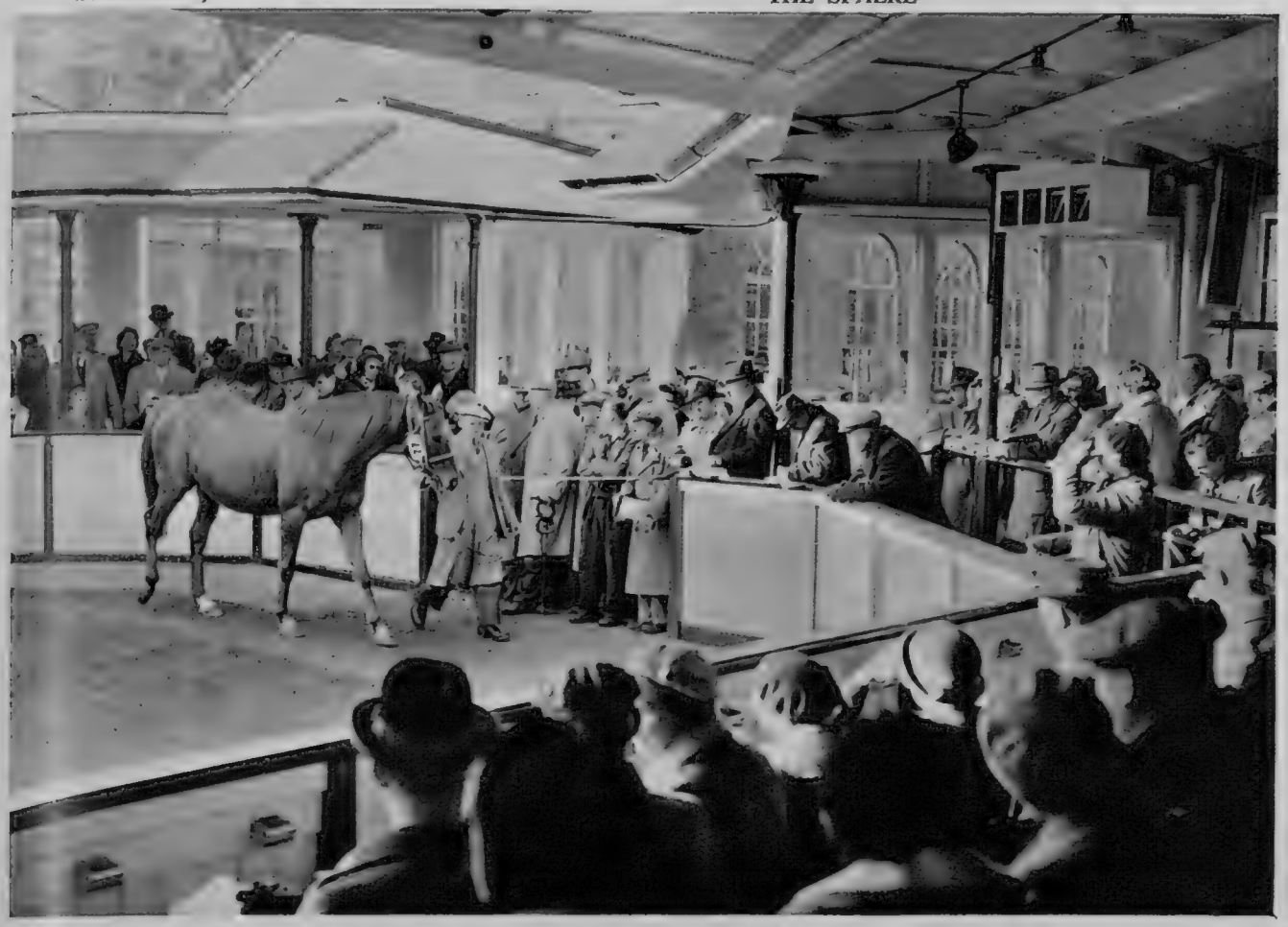
Perhaps it really is essential to decrease the population of Portsmouth and Southampton. Perhaps it really is essential that neither town should spread any more. I confess that I cannot see why this should be so, but then I am not a planner. Granted that it is, is it really essential to pick on rich agricultural land on which to build a new town and, at the same time, to propose a green belt to protect agricultural land? To a mere countryman it would seem to be much more sensible to allow, for example, development between Southampton and Winchester—the main road between the two is already almost wholly built up—and not to worry about a green belt (with the thin wedge of buffer land already in place) on the outskirts of large towns rather than to take over good fertile agricultural land which is at a distance from any large town and not in any way threatened by development.

I suppose that there must be sound reasons against this—for I find it hard to believe that all county planning committees live in cloud-cuckoo land—and I suspect that these reasons have something to do with rates. Even if this is so, is it really essential that good agricultural land (which is shrinking fast enough anyway), that small, well-knit communities which (even if they do not qualify as "units") serve an existing purpose exceedingly well, should always be chosen to house overspill populations? You cannot please everybody: and the people living on the outskirts of big towns in what may be a green belt (for a few years) are likely to be a good deal more vocal and much better organised than a small rural community. But why the rural community anyhow?

There must be any number of existing towns, with proper facilities and reasonable communication links, able to absorb overspill populations without overmuch difficulty and without interfering with good agricultural land to any great extent. For example, it has been suggested that instead of Hook the L.C.C. might consider Aldershot, a town which will never in the future have the importance it has had in the past as a military station and in which there is any amount of room. One or two other military stations (at least one in Hampshire) leap to mind.

This is always supposing that there really is an overspill of population in such county boroughs as Portsmouth and Southampton. It may be that there is only an overspill on paper or in the minds of the planners. Perhaps there is an overspill of planners?

ALRESFORD, IN HAMPSHIRE: Bright sunshine illuminates the neat main street of this small market town in Hampshire. The population is about 2,500. The Hampshire County Planning Committee has selected the town as a site to settle "overspill" population from Portsmouth and Southampton. A new town for 60,000 people is planned by the London County Council at Hook, some 15 miles from Alresford.



THE HIGHEST PRICE ON THE FIRST DAY: Lord Howard de Walden's eleven-year-old mare Sanlinea is led round the ring at Newmarket before being sold for 19,500 gns. to an American buyer. This was the top price on the opening day of this year's bloodstock sales last week.

DECEMBER SALES AT NEWMARKET

High Bidding from America for Brood-mares

As is usual, Newmarket last week attracted potential buyers from many parts of the world to the annual Bloodstock Sales. Americans, for some of whom the Anglo-Irish Agency was acting, were soon prominent in the bidding. To take the brood-mare French Polish across the Atlantic 23,000 gns. was paid by Mrs. J. M. Olin, of New York. This was the top price on the second day. On the previous day Mr. P. J. O'Neill, of Winchester, Kentucky, obtained Sanlinea for 19,500 gns. Both mares are believed to be in foal to the Derby winner Never Say Die. French Polish is a half-sister to Mossborough, sire of Ballymoss, winner of £102,000 of stake money. In his speech at the annual meeting of the Thoroughbred Breeders' Association, Lord Derby expressed the gratitude of British breeders to the American owner of Ballymoss, Mr. J. McShain, in keeping the horse in Britain. With American generosity also allowing Never Say Die to stay in this country, Lord Derby thought that British breeding prospects were the best for some time.

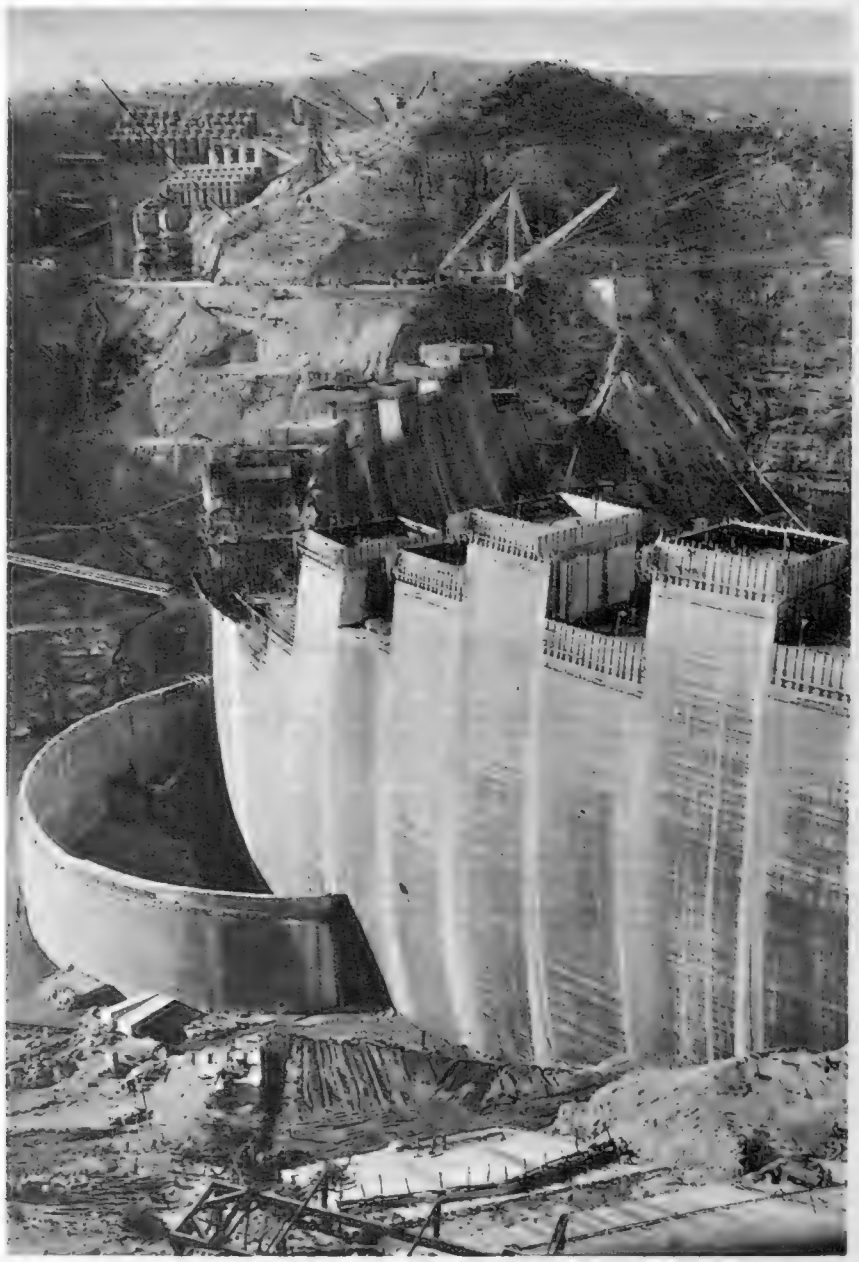
PURCHASERS AND EXPERTS: *Left*—Mr. Taylor Harding (left), from Virginia, U.S.A., is at Newmarket with Mr. P. J. O'Neill, of Winchester, Kentucky, who paid 19,500 gns. for Sanlinea. *Right*—Lord Carnarvon (centre) talks with his son, Lord Porchester (left), and Mr. Armstrong, the trainer.

UNDER THE HAMMER: Bidding takes place for Virginia Creeper, a bay mare owned by Mr. G. Grayson. She was knocked down for 7,500 gns. As usual, horses in training for flat racing and jumping as well as mares were up for sale.

PARADE THROUGH THE PADDOCK FOR THE BLOODSTOCK SALES: A line of horses passes through the paddock to the sale ring. A feature of the sales this year was the number of large sums given by bidders acting for American owners and breeders. On the second day 23,000 gns. was paid by a New York purchaser for the five-year-old mare French Polish, believed to be in foal to the Derby winner of 1954, Never Say Die. The averages of prices on the first two days were higher than the corresponding figures for last year.

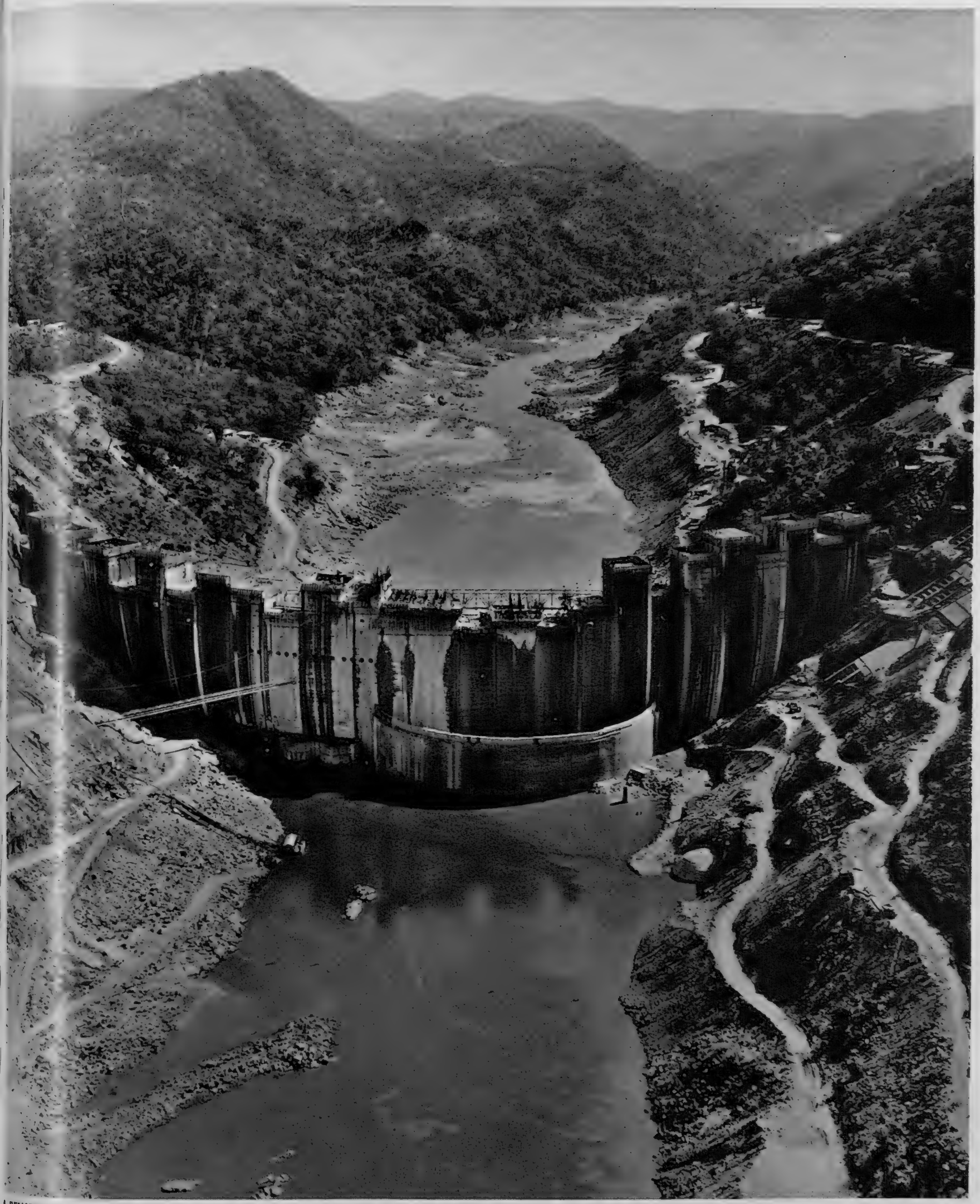
POWER FOR AFRICA

In Spite of Setbacks, Work on the Kariba Gorge Hydro-electric Scheme in Rhodesia is Ahead of Schedule



A SOURCE OF POWER FOR CENTRAL AFRICA: A network of scaffolding is still apparent in parts of the vast dam site in the Kariba Gorge of the Zambezi River, in Rhodesia. *On left*—Cables from an overhead railway are suspended over the dam wall. They connect to the concrete-mixing plant situated in the hills in the left background.

PLUGGING THE KARIBA DAM WALL TO BLOCK THE FLOW OF THE ZAMBEZI: The downstream wall of the circular coffer-dam on the site of the hydro-electric scheme—once the dominant feature of the work in the Kariba Gorge—is dwarfed by the enormous wall of the dam which has a curved face fronting the current. On the right, near the base of the wall, water is coming through the remaining sluices. To close these, rock was tipped in the gaps which are to be permanently closed by concreting them over.



A REMARKABLY AMBITIOUS FEAT OF ENGINEERING NEARS COMPLETION: The camera looks down between the walls of the Kariba Gorge to capture this impressive view of the scheme in which several nations are participating to bring electric power to the Central African Federation. The huge dam wall bows into the upstream side of the Zambezi River. In front of it is the second half of the circular coffer-dam. Earlier this year work on the project was brought to a standstill when the waters of the Zambezi flooded the coffer-dam.

Work on the Kariba Gorge hydro-electric scheme, which started two years ago, is now in its final stages. This project will give electric power to Central Africa, enabling the Federation of Rhodesia and Nyasaland to develop its industrial potential on a scale impossible in the past. Quite apart from the need to supply power for the Federation's future industries, those already existing, especially in the Copperbelt, are for ever wanting more power to enable them to expand. The Federation's resources of coal for generating electricity are limited, so mountains and rivers for exploiting hydro-electric power have been brought into use. The Kariba Gorge, on the Zambezi, was chosen in preference to other sites as it offered the greatest room for expansion, the biggest potential output and the cheapest source of power.

The most prominent feature of the project is a great dam across the Gorge near the confluence of the Zambezi and the Sanyati River, one of its tributaries. It rises 400 ft. above the bed of the river and is about 1,800 ft. long. It is nearly 50 ft. higher than the Victoria Falls, farther up the Zambezi.

The damming of the river will create a vast artificial lake—the largest in the world—150 miles long, covering an area of 1,600 square miles. The lake will be used to balance the flow of the Zambezi throughout the seasons, so that an even output of power can be achieved. Water will pass from the lake to two underground power stations sunk in the walls of the Gorge on each bank, after which it will flow back to the river below the dam.

The power will be distributed throughout the Federation by overhead lines, radiating from a switching station overlooking the Gorge. Before the work could begin on the dam itself, two other major engineering tasks had to be completed. The first was the cutting of a tunnel through which the waters of the Zambezi could be diverted to allow construction of the dam. The second was the building of temporary coffer-dams, each of which blocked off a part of the river so that the foundations of the major dam could be sunk behind their shelter.

DOOMSDAY FOR DUCKS

An Ingenious Shooting System at an American Game Preserve

The Lake Sullivan Game Preserve is 45 miles to the north-west of Chicago and is run by the Wing and Fin Hunting and Fishing Club Inc. It was organised by Mr. Roy Thompson, a Chicago oil magnate, with a view to giving the city's businessmen a chance to relax and enjoy some sport without serious loss of valuable time in travel.

According to the members who use its amenities, the preserve is a shooting and fishing "paradise." Whether this is an opinion to which the various species of game would subscribe is open to question. The ducks in particular would probably disagree strongly. Around 28,000 mallards are hatched and bred in the grounds in each year. This number provides more than enough for the members' needs, and the surplus birds are sold to other centres. The locally unwanted ducks may well consider themselves the lucky ones, because of the system of shooting at Lake Sullivan.

Under the Federal Law, the shooting of migratory ducks and geese is forbidden. The club has hit on a novel way of getting round this prohibition. A steep wooden ramp leading to a platform at its top has been constructed. The birds are brought to a pen at the base and let out in groups. They are driven on to the ramp and pressure from those at the rear is so strong that there is no opportunity for those in front to call a halt. Up the ducks go and when they reach the top platform there is nothing they can do except fly off it. Down below in the coverts the guns are waiting for them.

By no means all the birds are hit in any one drive. But those which escape execution at the first attempt cannot claim—as can human beings under some systems of law—exemption from further attention by the executioner. The escapers are rounded up and coaxed into special enclosures from which they will eventually be sent back to the pen for another walk up the ramp. No actuarial figures are available for expectation of life among Lake Sullivan's duck population.

A wide variety of other game such as pheasant, quail and partridge, is also bred for shooting, and trees and bushes are planted to provide the right sort of cover. The waters of the lake are kept very well stocked with fish. A loader and a gun dog are provided for each shooting party.

Among the amenities are a luxuriously-appointed clubhouse with a dining-room, bar, private rooms and a locker room. Another service available for those who wish to take their bag home with them is the dressing and packing of the birds.

WALKING THE RAMP: In the game preserve at Lake Sullivan, Illinois, mallard ducks are driven to march up a high wooden ramp. On reaching the top they have no option but to fly off the platform. They then provide targets for the guns in the coverts below.

ON THE WING: A duck takes off from the platform and the others there will soon follow suit. At the bottom of the ramp is the wooden pen from which the birds are released to climb to the platform.

GUNS IN ACTION: *Left*—Sportsmen take aim as the ducks fly over. The preserve is owned and organised by the Wing and Fin Hunting and Fishing Club Inc. *Right*—A member of the club is preceded by a gun dog supplied by the club, after retrieving a bird from the lake.

IN THE PEN: The birds are herded in the wood and wire structure from which they are driven up the ramp to the platform. The ducks are bred in the grounds of the preserve, some 28,000 mallards being hatched every year.

ROUNDED UP FOR ANOTHER FLIGHT: Ducks which have escaped being shot have been coaxed into an enclosure on the water and will eventually be sent up the ramp again. The Lake Sullivan preserve also has pheasants, quail and other game and the water is well stocked with fish.

RECONSTRUCTION OF THE AIRPORT IN MADRID: In the background the new buildings of Barajas Airport are nearly completed. The aircraft in the foreground is a de Havilland Heron Series 2 light transport belonging to the Spanish airline Aviacion y Comercio, S.A. (Aviaco). In order to accommodate the requirements of aeroplanes in the jet age, the old installations at Barajas have, to a large extent, been dismantled. It is predicted that by 1960, when the new buildings have been completed and the runways lengthened, the airport will be able to receive and to service any type of aircraft. A tall, multi-floor air terminal will house customs sheds, a restaurant and offices. It will be topped by a control tower 180 ft. in height. One of the three existing runways is being extended to an overall length of more than 6,000 yards. This would enable large jet airliners, now in service or about to come into service with the world's airlines, to use Barajas. Jet aircraft need, in general, much longer runways for taking off or landing than do conventional piston-engined aircraft. Recent figures given for the minimum length of runway required for the large jets like Douglas DC-8's are about 9,000 to 10,000 ft. at sea-level. This figure must be increased for higher altitudes. It is also thought that most existing runways must be strengthened for these large aircraft.

PREPARING FOR THE NEW JET AGE

Construction of New Buildings and the Lengthening of a Runway at Barajas Airport, near Madrid

BARAJAS AIRPORT: These modern buildings at Barajas will house the control and other facilities when they are completed. It is estimated that the reconstruction work on the airport, now well under way, will cost the Spanish Government in the region of £900,000.

On right—

IN BRIGHT SUNSHINE: From under the wing of one of the aircraft using this airfield in Madrid can be seen the new installations, in front of which are several small, light aeroplanes. The city of Madrid itself and Barajas Airport will be connected by a railway line.

THE SOUTHERNMOST HARBOUR OF THE OUTER HEBRIDES: Castlebay is the only town on Barra and is in the area of the Hebridean island which is being offered for sale. Although it is in one of the more remote parts of the British Isles, Barra has a world-renowned reputation, for it was the scene of the film of *Whisky Galore*, based on the novel of that name by Sir Compton Mackenzie. Besides having these literary associations, Castlebay is a great centre of the herring fleet in summer.

ISLAND FOR SALE

Barra, in the Hebrides, is on the Market

An area of 9,600 acres in the south of Barra is reported to be up for sale. The Macneil who owns the island is understood to wish to free himself of the responsibility of administering the property. According to the guide-book, Barra is "a singularly barren island" about 5 miles long by 4 miles broad. The description may be true geographically but in many other ways the island can claim to be a by no means uninspiring place.

The Hebrides have often appealed strongly to the imagination of poets. Wordsworth springs naturally to mind and there is a fine poem by the Scots emigrant to Canada, John Galt. Nor is poetry the only art stirred by the islands. Mendelssohn took them as the theme for one of his most popular musical compositions.

In such evocations Barra has its part. It also has its own particular literary association, for it is the island of Sir Compton Mackenzie's extremely entertaining novel *Whisky Galore* and many of the scenes for the film were made in and around the port of Castlebay. The author himself lived for many years on the island.

On the more practical side the climate is temperate, there are excellent communications with the mainland by sea and by air. There is a landing strip on the north shore. It is believed that a price of £10,000 is being asked for the part for sale. The purchaser will find himself the owner of crofts, farmsteads and of a considerable amount of property in Castlebay and its environs. One feature of Castlebay is definitely not on offer. This is the ruins of the castle of Kisimul, built on an islet in Castlebay Harbour, and the stronghold of the Macneil clan. It was built in the twelfth century and certainly some time before then the Macneil had become the Lord of the island. The actual date of the clan taking possession is not known, but legend has it that its owner refused the hospitality of Noah because "the Macneil had a boat of his own."

A LINK WITH THE MAINLAND: The steamer coming into the pier is on the regular service to and from Barra. On the left in the water is the ruined Kisimul Castle, the traditional stronghold of the clan of Macneil.

THE LONELY COAST: The sea breaks on the rocks at Borve, on the western shores of Barra and just off the road which runs round the island. The inland hills provide grazing for cattle.

THE PRIDE OF BARRA AND THE PRIDE OF THE MACNEILS: Kisimul Castle, in the harbour of Castlebay, is not for sale. The present Macneil has devoted himself for many years to organising the restoration of the castle and members of the clan all over the world have subscribed to the fund for this purpose. The keep is some 800 years old and has always been in the ownership of the Macneil.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

REBUILDING LONDON IS THEIR ROUTINE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

PERHAPS the most obvious evidence that the ordinary citizen has had, over the last few years, of the boom in business investment through which the British economy has been passing, has been the great surge of office-building in our cities. Commercial building is only one part of business investment, and a less dramatic part than, say, an oil refinery, a nuclear power station, or a new steel strip mill: but the ordinary citizen can hardly avoid actually seeing new office blocks, whereas he seldom encounters the others, except in print or in photographs. The rising wave of commercial building that began in 1954 reached its peak later than the factory-building boom, and seems likely to last longer: last year's total spending on office buildings was probably well over twice the amount spent in 1953, and it has still been rising this year.

No other form of capital investment has been in more clamant demand. Building land in Central London, for instance, is worth about £1,000,000 an acre to-day, or £20 a square foot—which measures the value that people put upon it for building offices that they can rent, using the area several times over in multi-storey buildings for about £1 to £1 10s. a year per square foot "super" (i.e., on each floor). In spite of the continuing official counsel to commercial companies to decentralise and shift more of their staffs outside London, the demand for office space in London considerably exceeds the room available—even with the "site clearance" that was provided on so lavish a scale in wartime by the German bombers.

Much of the office building boom in London is still concerned with filling in the gaps those bombers made: some of the more recent new office projects have originated in the chance of making much more profitable use of site values that have grown with inflation than the buildings already on the spot ever could.

Building and civil engineering is a huge industry with an enormous annual output, carried out by at least 130,000 "firms" with thousands of them one-man enterprises. But the solid core of new work that makes up about three-quarters of British builders' output —say £1,400 million worth out of £1,800 million —is largely in the hands of the medium-sized or larger firms, and when one reaches the level of major projects such as a big office block, it is most likely to be carried out by one of a small number of big contractors, almost to be counted on one's fingers.

Building and builders have existed as long as history: but the building contractor such as these was unknown in this country 150 years ago. At the beginning of the nineteenth century, for the construction of any large building, its prospective owner or his architect had to engage craftsmen and labourers himself and supervise the work on his own account: the arrangements were haphazard and expensive. "Contracting," the essence of modern building practice, was actually invented by the founders of one of the most famous companies still flourishing in the industry to-day—Holland & Hannen and Cubitts.

It was in 1809 that Thomas Cubitt, a young joiner, quitted the sea and set up in London in partnership with his brother William, in the building trade, and in 1815 he signed his first contract to carry out the re-roofing of the Russell Institution in Great Coram Street and shortly afterwards obtained the contract for building the London Institution in Finsbury Circus. Cubitt took the responsibility of the whole construction job, which in those days was a new departure: it meant organising a permanent body of craftsmen, under one co-ordinating management, to turn the architect's design into bricks and mortar at an agreed price and in an agreed time. Building in London thus began to take a new, organised shape at the time that its population entered upon a new wave of expansion.

The Cubitt group of companies to-day is taking a prominent part in the rebuilding of London as a matter of course: for 143 years, amidst its other activities, this has been a routine affair. This company can reasonably claim to have changed the face of London more than any other single agency, over the years since it was formed: its contributions to the city's pattern and skyline, over the century-and-a-half, read like a historical guide. Cubitts built Highbury and Bloomsbury: they reclaimed the marshlands of Pimlico beside the river, making possible development of the whole area of Victoria and Belgravia north of the Vauxhall Embankment, which, indeed, Cubitts built at their own expense and presented to the nation.

London was growing with the prosperity of the industrial revolution: Cubitts was not merely constructing the offices and new residential areas based upon that prosperity, but was contributing directly to its advancing new technologies. The firm built Euston, Fenchurch Street and Broad Street stations: they were responsible for the British tradition of the level railway platform (which to this day most of the world's railway systems lack), and, with Cooke and Wheatstone, for the development of the railway electric telegraphs. With Joseph Paxton, they built the Crystal Palace for the Great Exhibition of 1851.

Some of those early buildings have gone with the years: others, such as the east front of Buckingham Palace, remain as familiar landmarks alongside later achievements of the group such as London's County Hall, Unilever House, the London University Senate House, the Cenotaph, Cox's and Kings in Pall Mall, South Africa House, Devonshire House and Arlington House. The Royal Festival Hall is perhaps their best-known post-war achievement in London. It is difficult, in writing about this company, not to turn into reciting a list.

The firm's history during this century has been one of steady growth, and of concentrating yet more facets of constructional activity under one management. Holland and Hannen, a company formed early last century to develop the Holborn district, had become towards the end of the century perhaps Cubitt's most tenacious rival. In 1883 the two companies amalgamated; but for twenty-five years longer the two sections continued to compete in tendering, and the present title, Holland & Hannen and Cubitts, retains the mark of this earlier rivalry.

The advent of the contractor as a responsible manager in building and civil engineering had transformed the scale and effectiveness of organisation of what remained well into this century a traditional technology of collective craftsmanship and hand labour. But large-scale organisation was also necessary to apply innovations in this basic technology; and the introduction of new materials such as reinforced concrete, and new mechanical aids to speed up building, has depended largely upon big companies, such as the Cubitt group, being ready to risk substantial amounts of capital in experiment. In recent years, projects such as the huge hangars at London Airport that Cubitts built for BEA, and the maintenance base still under construction, have required, for example, the most advanced techniques of pre-stressed concrete.

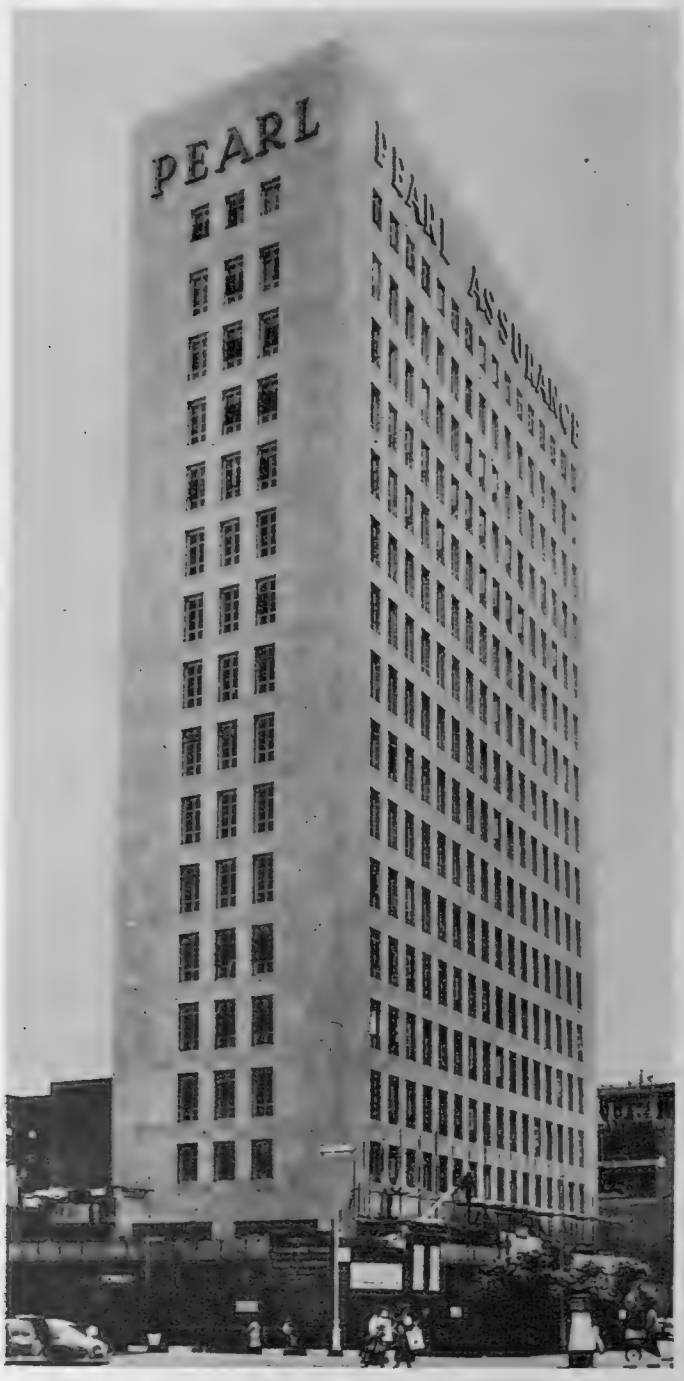
Such techniques require close co-operation, from the outset, between those responsible for design and the building contractors who have to turn the paper into massive concrete realities. It can be argued, indeed, that the revolution in building organisation that was begun by Thomas Cubitt nearly 150 years ago has not yet been completed: and that the rapid changes in technique of, say, the last twenty-five years have again loaded the balance towards further evolutionary changes in organisation. With its recent record of advances in mechanisation and productivity, building is no longer vulnerable to gibes such as Kipling's about "nothing changes in the building trade." But it remains one of the very few industries that do not ordinarily employ their own designers, and where the final product results from a three-cornered relationship between the client, his professional (and sometimes proudly "unbusinesslike") adviser, the architect, and the building "production engineer" who has finally to do the job.

A group such as Holland & Hannen and Cubitts to-day embodies under one central management a wide range of specialist departments and subsidiaries, handling, for example, the engineering installations that to-day make up so large a part of the total value of most construction contracts, a civil engineering organisation that is quite separate from the main building departments (though they may work together on big construction jobs such as the A.E.I. building in Grosvenor Place) and a separate concrete development company that deals with the manufacture, design and erection of pre-stressed and pre-cast concrete members. These are its home departments; since the war, on an increasing scale, it has engaged in contracting abroad, and this has led to the formation of its own subsidiaries overseas, alone or in association with other contractors there. The Cubitt group has a branch organisation in the West Indies, centred on Trinidad, and member companies in Canada, New Zealand and the Middle East.

Each of these departments and subsidiaries, in its own field requires complete competence in questions of design. There can be no question of forcing further structural reorganisation upon the conventional pattern of building activity, though many on all sides of the industry are sure that closer technical relationships must evolve.

But if and when the change does come, big constructional groups such as Cubitts will no doubt be ready to take on yet more responsibility, as this largest private—and family—company in British building has steadily done throughout its long history. Nor is there much doubt, incidentally, that when the time comes Cubitts, in addition to the world-wide activities, will still be engaged on changing the shape of London.

REBUILDING IN THE CITY OF LONDON: The new Bank of England building, close to St. Paul's Cathedral, is under construction by Holland & Hannen and Cubitts. It is a steel-framed building with brick cladding, and is faced with Portland stone. The architect is Victor Heal. The Cubitt group of companies is taking a prominent part in the rebuilding of the City.



RHODESIA'S TALLEST BUILDING

The Pearl Assurance building in Salisbury, Southern Rhodesia, has been constructed by John Howard and Company (Africa) Ltd., at a cost of £500,000. There are eighteen storeys and the building, which has a concrete frame with stone cladding, stands 215 ft. above pavement level. At a later date a 75-ft.-high tower will be erected on the upper roof. The newly-completed building is now the highest in the Federation of Rhodesia and Nyasaland.

NEW RAILWAY GOODS DEPOT

Work is in progress on the Eastern Region's new Goods Depot at Peterborough (North) which, when completed, will greatly improve the movement of freight sundries traffic over a wide area. This picture shows the new goods shed which is covered by a concrete "barrel" roof, only 2½ ins. thick. In the thirteen bays it is supported on transverse reinforced concrete beams which in turn are carried on concrete columns. In the right background of the picture is the new two-storey office block. The scheme, which includes the provision of a new Road Motor Engineers' depot, represents the first stage of a long-term plan for the modernisation of Peterborough (North), embracing the reconstruction of the station and its rail approaches. At the goods depot 116 wagons will be dealt with under cover and 185 in the open.

NEW HEADQUARTERS IN LONDON FOR THORN ELECTRICAL

Scaffolding surrounds the fourteen-storey reinforced concrete building being erected in Upper St. Martin's Lane. It is being constructed at the rate of one complete floor per week. Its speed of construction has been achieved by adapting work study techniques of the factory to suit modern building practice. As a result of a comprehensive "method study" analysis of the movement of men, machines and materials, Bovis Ltd., the contractors, have been able to eliminate idle machine time and to create a high level of productivity. The construction time from first to fourteenth floor was reduced by several months. With floors of prestressed concrete ribs and of hollow clay block construction, the building has an *in situ* concrete frame and fair-faced and exposed aggregate columns and end walls. The architects of the structure are Basil Spence and Partners and the Consulting Engineers Ove Arup and Partners.

On left—

SCOTTISH FLATS

The superstructure of the first block of fifteen-storey flats being built on a site at Canal Street and George Street for Paisley Corporation by Blackburn (Dumbarton) Limited, has been completed in the remarkably short time of twenty-nine days. This achievement was made possible by careful pre-planning and the use of the Swedish Prometo system of sliding shuttering. In all, six blocks, each containing fifty-six compartments, are included in the Paisley contract, which is worth £802,000. The blocks will be the tallest yet built in Scotland. Since 1946, Blackburn (Dumbarton) Ltd. have built well over 30,000 houses. This figure includes 18,000 "pre-fabs," 5,000 terraced houses and a large number of two-, three- and four-storey flats as well as other large-scale building and civil engineering works.

ADVANCED STEAM TURBINE

A huge turbine spindle—the first of two low-pressure sections—is ready for transhipment from the Westinghouse Electric Corporation plant at Lester, in Pennsylvania, to Philadelphia Electric Company's new 325,000 kW. super-pressure electric power station at Eddystone, Philadelphia. When it is finished next year, the plant will use steam at a pressure of 5,000 lb. and 1,200 degrees Fahrenheit. The shipment of the various parts follows a sequence culminating in the installation of the super-pressure turbine element. The pressure is claimed to be the highest ever used in steam turbine design. Steam above the super critical pressure of 3,206 lb. is so dense that it has the same physical characteristics as water and is formed almost instantaneously without the water ever boiling. The turbine will be divided into five elements lined up on two shafts driving two electric generators.

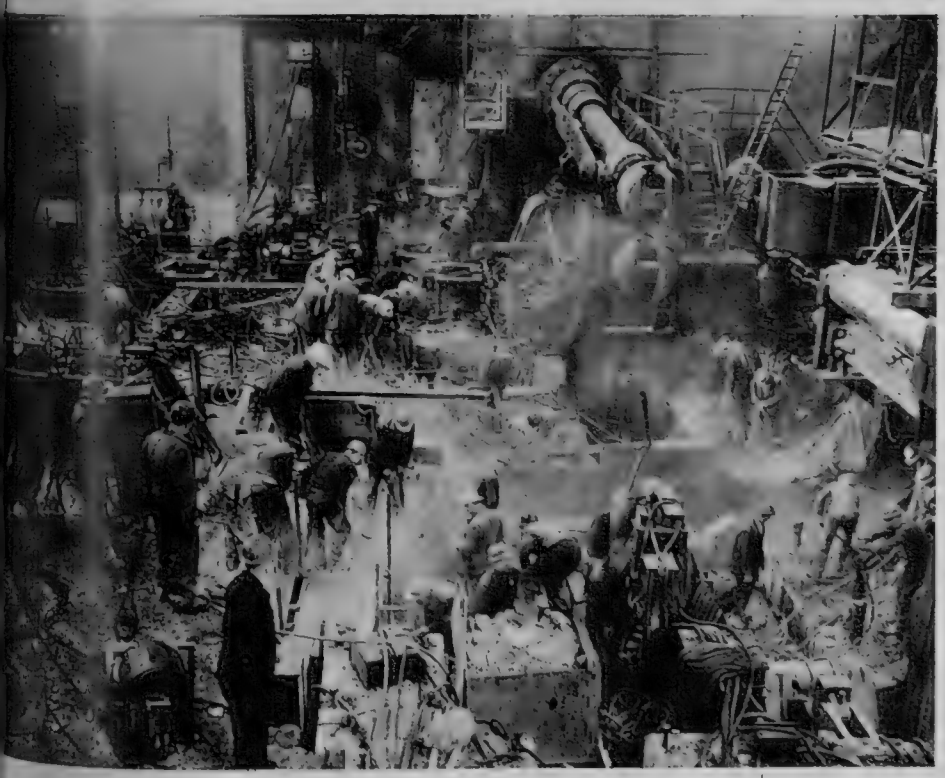
GIANT ELECTRICAL GENERATORS FOR THE UNITED STATES

A complete stator for one of the ten generators is being manufactured at Harland and Wolff's Scotstoun Works in Glasgow as part of the contract awarded to the English Electric Co. Ltd. for the Priest Rapids Power Station in the State of Washington. Orders for hydro-electric and other power station equipment worth £10,000,000 went to the Clydeside Company as the result of an agreement made ten years ago under which orders for equipment, particularly for the North of Scotland hydro-electric schemes, should be made in Scotland. Besides the equipment for Scotland and for the Priest Rapids scheme, an order is being completed for the Table Rock power station in Missouri, U.S.A.

On left—

AN ENORMOUS TRACTOR

A Michigan tractor dozer, Model 380, demonstrates its capabilities on a stretch of the London to Yorkshire motorway. The tractor, which came from America, is one of the biggest in Britain. It has a 375-h.p. turbo-charged diesel engine which gives ample power and tractive ability for high-speed scraper pushloading. All the wheels and tyres are interchangeable. The nylon-constructed tubeless tyres are hydro-flated, each containing about 200 gallons of water, increasing the overall weight of the machine by 4 tons and giving better ground adhesion. Pressures are low and average between 19 and 25 lb. per square inch, adjusted according to the terrain over which the tractor is used. Made in Wolverhampton by the Goodyear Tyre and Rubber Co. (Great Britain) Ltd., the tyres cost about £900 each.



One thousand men worked round the clock in three shifts to complete the new Universal Slabbing Mill at The Steel Company of Wales' Abbey Works in twelve-and-a-half days. The picture above, taken after the removal of the old mill, shows the existing foundations being prepared in readiness for the new one. The picture next to it is of the same site with the £1,750,000 mill installed. The vertical rolls and horizontal rolls are in position and final adjustments are being made prior to testing. The production rolling began one-and-a-half days before the end of the fourteen-day period which the entire operation was planned to take. During that time 1,374 tons of equipment were removed and 2,375 tons of new parts installed. The new mill, built by Davy and United Engineering Company Ltd., of Sheffield, will raise rolling capacity by 12,000 tons to 60,000 tons of ingots a week. The main difference between it and the other Universal mills is that the drive to the vertical rolls is through a gear-box of unique pattern, mounted above the mill, the final drive to the rolls being by 10-ft.-long vertical spindles. The big new installation is part of a £50 million development programme due to be completed next year.

ENGINEERING ACHIEVEMENT IN WALES

NEW AMERICAN JET AIRCRAFT ARRIVE IN BRITAIN: Streaming a parachute from its tail to assist in braking, a McDonnell F101 Voodoo fighter lands at the U.S. Air Force base at Bentwaters, in Suffolk. Five of these aircraft covered some 5,500 statute miles from South Carolina to Bentwaters in a flying time of about 10½ hours. They made one intermediate stop—at Nouasseur, in Morocco.

VOODOOS IN BRITAIN

American Supersonic Fighters' Arrival; A Radical Parachute; Fog in London; Helicopters for Cyprus

The McDonnell F101 Voodoo is at the moment the fastest all-weather fighter in service with the U.S. Air Force. Five of these supersonic aircraft recently joined the American 81st Tactical Fighter Wing at Bentwaters, in Suffolk. This wing has its headquarters and two squadrons on the airfield, with another squadron based at Shepherds Grove, some 15 miles away. This latter was due to move to Woodbridge, a neighbouring airfield to Bentwaters. The wing is being equipped with Voodoos, forty-eight being due to arrive by mid-December. By the end of January the total of these large, extremely business-like aircraft will be up to seventy-five, replacing Republic F84F Thunderstreaks. A year ago the Voodoo claimed a world speed record of 1,207·6 m.p.h., which was later eclipsed by another American supersonic fighter, the F104 Starfighter. In service with the U.S. Tactical Air Command since May of 1957, the Voodoo is large for a fighter, being over 67 ft. long with a wing-span of 39·7 ft. It is powered by two J57 turbojets, each having an output of 14,500 lb. thrust with afterburner. The Voodoo is an extremely potent and fast, long-range interceptor aircraft.

AFTER A LONG AND SWIFT JOURNEY: One of the Voodoo fighters is checked by the ground crew at Bentwaters. Clearly visible are the spindly, tricycle undercarriage and the large air intakes in the roots of the wings. The hoop of metal at the top is the raised canopy of the pilot's cockpit. The Voodoos during the 10½-hour journey twice refuelled over the Atlantic. They flew in one hop of 2½ hours without refuelling from Morocco to Bentwaters. A total of seven Voodoos left South Carolina, but two aircraft landed in Bermuda.

A SPINNING PARACHUTE: Being tried out on a U.S. test aircraft is a new rotating parachute designed by Mr. David Barish, a New York aeronautical engineer, for the ground braking on landing of high-speed aircraft, for military paratroop and cargo air drop operations, and for missile recovery. The parachute has sail-like cloth blades.

DEMONSTRATING A MODEL: Mr. Barish (centre) watches the behaviour of a model of his new kind of parachute with Mr. L. H. Ford, President of the Pioneer Parachute Company of Manchester, Connecticut (left), and Mr. L. S. Rockefeller, who supplied financial assistance for the development of the design. A large electric fan (foreground) simulates air movement relative to a falling object. The cloth blades of the parachute are attached to each other and spin in flight. Evaluation tests of the Vortex Ring parachute, claimed to be the first major change in parachutes in fifty years, are being carried out by the U.S. Navy, Air Force, Army, and Marine Corps, and also by two jet aircraft manufacturers. The Vortex Ring parachute is being produced and marketed under licence by the Pioneer Parachute Co. Inc., which is a subsidiary of the Reliance Manufacturing Company.

FOGBOUND LONDON: During a period of dense fog causing great dislocation of traffic all over London last week, people waited in the passenger lounge at London Airport. Scheduled flights were held up as no aircraft were able to take off. During the day, the airport was closed to all incoming and outgoing flights. Extra chairs were taken into the North Side passenger lounge for the benefit of passengers. At one time there were nearly 500 would-be passengers at the airport. Some of them waited there all day.

On left—

HELICOPTERS FOR CYPRUS: At the Royal Air Force station at Abingdon, in Berkshire, the dismantled fuselage of a Westland Whirlwind helicopter is lifted by a mobile crane towards the open rear doors of a R.A.F. Blackburn Beverley transport. Several of these helicopters were flown out to Cyprus to strengthen the British Security Forces on the island during their recently intensified operations against Eoka terrorists. The Westland Whirlwind can carry ten fully-armed troops or six stretchers. Westland Whirlwinds and the five-seat Widgeons are in military service all over the world in many roles.

The World of Books

MORE AND MORE TRAVEL BOOKS

Volumes on Far-off Places—Turkey, Aden, Hunza, China and Sharks in Cuba; History and Reminiscence; a Varied, Brilliant and Uneven Collection of Novels

THERE is something about a clear autumn sky, the smell of wood smoke and the rustle of leaves underfoot, that turns the imagination, not to thoughts of cosy firesides and domestic comforts but to voyages, adventures and discoveries. Perhaps it is because of an early indoctrination of Kipling, but when the year *has* shot her yield many of us feel that we would like to pull out on the trail again and, if we cannot do it ourselves, we would at least like to read about someone who has. Hence one of the reasons for man's nomadic instincts and hence the perennial popularity of travel books. This week there are five volumes which come, more or less, under this heading; they are, in any case, concerned with far-off places and most of them quite memorably.

" The dogs bark," says the old Turkish proverb, " but the caravan moves on " and it is from this that Mr. Irfan Orga has taken the title for his account of a journey through his native Turkey, which he made after an absence of seven years. The author lives away from his homeland, but his distance from it has only, it would seem, sharpened his sense of perspective. THE CARAVAN MOVES ON (Secker and Warburg. 21s.) could not have been written with such understanding by anyone who was not Turkish, but it certainly could not have been written by anyone who had never budged outside its borders. This is a wonderful, contemporary and really illuminating book.

ADEN (Constable. 21s.) is a book about a country which has the same half-comic, half-derogatory reputation in the Middle East as Wigan has in the Middle North. Both, let us face it, are regarded by the multitude as very good places not to live in. Sir Tom Hickinbotham, who writes about Aden, was for five recent years Governor and Commander-in-Chief of the Colony and Protectorate, but it is not this authority or eminence which make his book so important. The fact is that, like many other officers appointed there, the first impression made on him by Aden was not favourable and he wanted to leave it as soon as regimentally or officially possible. He remained to become a trusted friend of the Yemen notabilities during more than twenty-five years and to write about the region and its people with incomparable authority.

A FINE FLOWER FROM REMOTE ASIA: The picture, by Carlos Riefel, of the *Rhododendron augustinii* is a reproduction of one of eighteen colour plates in *The Rhododendron* (the Leslie Urquhart Press. 5 gns). This finely-produced volume is edited by Beryl Leslie Urquhart and distributed by André Deutsch. The plates in the book are planned to illustrate the variety of form and colour of the Rhododendron.

Take an enchanted valley encircled on three sides by high mountains, add an alarming inaccessibility and a geographical remoteness and divide by one couple's determination and initiative and you have a very engaging travel book which, with no more effort than the scanning and turning of pages, will take you to a lovely land where there is no wheeled traffic, no wages and where the inhabitants live long, healthy, happy lives. HIGH ROAD TO HUNZA (Faber. 18s.) is the title, Mrs. Barbara Mons, who made the journey with her husband, the author, and the illustrations are from excellent photographs and line-drawings by one and the other. A pity, by the way, that there is none of the Krak des Chevaliers, " held by connoisseurs of castles to be the most perfect castle in the world."

FLOOD TIDE IN CHINA (Cresset Press. 25s.), by Professor C. P. Fitzgerald, is a result of a journey which he organised as leader of a party of Australian writers, artists, academic and professional men and women, to visit China recently as the guests of the Chinese People's Association for Cultural Relations with Foreign Countries. All titles of this kind must necessarily be clumsy: this one, in its own way, was reasonably exact and Professor Fitzgerald's findings as a result of a tour under these auspices are as sound and as objective as possible in the circumstances.

I hold the view that the relationship between the shark and the man is, to put it mildly, an uneasy one. M. François Poli had no reason to think otherwise, even after the long journey he made from Paris *via* Spain to Cuba to fish for these malevolent creatures. His tale of adventure, SHARKS ARE CAUGHT AT NIGHT (Hart-Davis. 16s.), is not only very exciting but begins with a bang in the best manner of the better writers of fiction. The translation from the French is by Naomi Walford.

Miss C. V. Wedgwood is in the first place an historian, and in the second place an admirable purveyor to the reading public of her country's story. THE KING'S WAR 1641-1647 (Collins. 35s.) is the second volume of Miss Wedgwood's history of the Civil War in England and takes the account from the arrest of the Five Members to the moment when the Scots, patriots to a man, surrendered the captive King Charles I to Cromwell's representatives. It is lucid, dramatic and, considering the fantastic complications of the political and religious situations of the time, admirably simple and comprehensible. Like its forerunner, a book to keep by one until this very distinguished writer shall have completed the full tale.

The story of a well-known Paris restaurant can scarcely rank as history, but Mr. H. J. Greenwall's I'M GOING TO MAXIM'S (Wingate. 18s.) has at least an entertainment value. Maxim's, in the rue Royale of Paris, has a background of *Merry Widow* splendour and dash: to-day it is still in the category of *très snob*. Between these times it has had a chequered career (the Germans loved it during the last war), but it seems that it is still worth writing about, and Mr. Greenwall, who knows his France, has done it as amusingly as possible.

DOCTORS FOR HIRE (Robert Hale. 15s.) is Mr. Arthur Shaw's book of reminiscences, partly amusing and partly alarming, of his career as a medical agent. His profession is not a particularly well-known one, but it is, apparently, a rewarding one. The stories the author has to tell about doctors are well worth reading from the point of view of entertainment. Whether they add to one's confidence in the medical profession is something else again.

Novels this week are as varied, as brilliant and as uneven as in any week this year and I shall try to give you some idea of a number of them that have been of especial interest to me. First, THE BELL (Chatto and Windus. 15s.), by Miss Iris Murdoch, a sensitive and closely-written story about a religious community in the west of England and the odd characters whom it attracts and repels. Imaginative, a little fantastic and wholly distinguished.

WEST END PEOPLE (Weidenfeld and Nicols 13s. 6d.) is closer to a piece of social research than to novel proper: a high-spirited survey of Soho life and component factors of small-time gangsters and big-ti prostitutes, café proprietors, skiffle groupers, newspa lords and other dedicated beings. Mr. Peter Wildeblo writes with verve and humour and gives a disquieting funny picture of some of our lesser evils.

MIND OUT OF TIME (Gollancz. 15s.) is an unus first novel by Miss Angela Tonks, sensational, tough containing an impression of life in a P.O.W. camp which all the more amazing for having been written by a wom The setting is mainly the Middle East and the cent problem of the plot is the exercise of a strange, ne hypnotic power by one man over another.

M. Michel Butor is one of the new generation French novelists and his book, SECOND THOUGH (Faber. 18s.), which has been well translated by Je Stewart, is an effective example of a new school naturalistic writing. The period occupied by the story twenty-four hours, a day and a night spent in a tra between Paris and Rome, but in this time the memories the narrator (the story is told unusually in the seco person) whisk back and forth over earlier journeys the same track and earlier experiences of love and lo Occasionally touching, but the technique is almost obviously painstaking.

THE MOUNTAIN ROAD (Cassell. 16s.) is by American writer, Mr. Theodore H. White, a reporter political events in war and peace and now initiating career as a novelist. Mr. White's scene here is Easte China in that phase of the war when the Japanese w launching their last desperate offensive against the bases there. Excellent descriptive writing and so vindication of the author's own claim that " in fictio you can get closer to the truth than you ever can journalism."

From America come the next batch of books, beginni with Mr. Truman Capote's BREAKFAST AT TIFFANY (Hamish Hamilton. 12s. 6d.), a collection of one long a three short stories, all told with his customary grace, glitt and lack of heart.

THE SAVAGE AFFAIR (Methuen. 16s.) is not o by an American writer, Mr. Virgil Scott, but is an essentia American story. The narrator is a bright reporter on news magazine who has the assignment of interviewing new, best-selling author, regards this as a routine piece work and then finds a private story in it that affects h quite radically. Well written, crisp in manner and somb in effect.

Mr. Erskine Caldwell's novel THE SURE HAND O GOD (Heinemann. 13s. 6d.) was first published here years ago and now reappears as a fresh, rough a occasionally very funny example of his work. T Southern states are Mr. Caldwell's literary stampi ground, with all their oddities and prejudices, and in t book his characters take every advantage of the rath specialised conventions of the Deep South.

And finally, an English novelist, Mr. Gabriel Fieldi who, I believe, is a descendant of the great Fielding a who, I know, is worthy to be one. EIGHT DA (Hutchinson. 16s.) is a story with a North African bac ground and a plot of mounting, admirably conveye tensions. Recommended for its beautifully confident sty its pace and its vigorous imagination.

Vernon Fane

THE SPLENDOUR OF THE BAROQUE

Churches of Southern Germany, Switzerland and Austria

The full flowering of the Baroque style in church architecture is manifested in Southern Germany, Switzerland and Austria, with Munich, one could say, as a focal point for the interested traveller. Mr. John Bourke, who has long been resident in Munich and has long been an enthusiast for the Baroque, has gathered a mass of fascinating data about his subject, first as to the historical, religious, architectural and artistic background, and second in respect of some 200 churches which he describes with obvious enthusiasm and the skill that stems from much research. BAROQUE CHURCHES OF CENTRAL EUROPE (Faber. 36s.) will serve very well the stay-at-home reader, or as a practical guide for the traveller. Mr. Bourke expresses thankfulness that so many of these well-loved churches lay away from the beaten track, or rather the " blasted track of war " and did not suffer the fate of medieval Nuremberg, bombed to ruins in a matter of hours, or Baroque Wurzburg, similarly wrecked in a matter of minutes. Austria escaped more lightly and Switzerland altogether. That a Baroque church leads many people on to unfamiliar ground, confronting them with problems of understanding and appreciation that are at first bewildering, Mr. Bourke fully realises, and his simple, direct approach to his subject is specially welcome to English readers.

The Baroque style and spirit touched England only lightly and sporadically, save perhaps in the realms of design and ornament, and it is perhaps not unnatural that the initial tendency is to fight shy of it. That is where Mr. Bourke comes so readily and charmingly to our aid.

Sir Leonard Woolley, who is best known as the excavator of Ur of the Chaldees, that remarkable dig in the 1920's, when so much was learned of Abraham's city, has written a book for the general reader covering eighteen archæological sites throughout the world. He calls it HISTORY UNEARTHED (Ernest Benn. 30s and with the generous co-operation of the archæologis concerned who have freely loaned their photographs conducts the reader round each excavation. Among t sites dealt with by Sir Leonard are Nimrud, Troy a Mycenæ, Maiden Castle, the Fayum and Oxyrhynch Knossos, Jericho, Karatepe and Sutton Hoo.

Everyone thought at the beginning of the nineteen century that there were no large animals roaming t earth about which man knew nothing. How wrong th were, and how hopelessly led astray were they by t experts. Since then the white rhino, the pygmy elephar the okapi, and the komodo dragon have all made the bows to civilisation. Bernard Heuvelmans, indeed, thin the list is far from complete, and in his book, ON TH TRACK OF UNKNOWN ANIMALS (Hart Dav 35s.), he examines this wide and mysterious field. T author traces the history of the moa, the giant sloth a the mammoth, all of which were contemporary with ma and are now known to have survived until much la than was originally supposed. The author argues that is not impossible that in some form some of the creatures still exist.

VIKING'S WAKE (Van Nostrand. 40s.) is the wo of Richard J. MacCullagh, writer, photographer, artis

OCTOGENARIAN HARVEST

is odd to reflect that one need not be an octogenarian to have lived under six reigns. It can be achieved men in their fifties in England. Dr. G. P. Gooch, chose UNDER SIX REIGNS (Longmans. 25s.) the title of his autobiography, was born in 1873, by no means wasted twenty-seven "unnecessary" rs. He left Eton early but got going to good effect Cambridge, winning high scholastic distinction. But did not choose an academic life. He was a Liberal politics and contested two Parliamentary elections; it is as a writer of history, political and general, he is best remembered. He was on intimate terms h both Morley and Haldane, and in the campaigns outlawing war and for social betterment, he worked h lesser Liberal or Socialist lights, among whom e Arthur Ponsonby and Masterman. His estimate the sincerity and importance of the former in further- those causes is welcome and deserved.

His autobiography, if unusually personal, is a very wded canvas, skilfully handled, and slips (such as mpton for Bampton Lectures) are few and easily used. The conclusions of a very long life, so use- y employed among useful men and women, should of great value to younger men. On personal sur- al after death, Dr. Gooch still sees through a glass dly and offers no assurance. Politically, he still nds for democracy with all its faults, because it goes rer than any other system to establishing the unique- s of the individual. And history—his chosen sub- t—may change much, quickly or slowly, and turn material world upside down, but it can make no pression on the human heart, which is immutable. Clio and others go on trying.

CELESTIAL SURGEON

wish I were better qualified to review some of the books that come to me, fine and noble books, such as *Archibald the Arctic*, of which I am reminded Sir Henry Holland's FRONTIER DOCTOR (Hodder Stoughton. 25s.). I never visited the North-West ntier and am deplorably ignorant of surgery and of lives of missionaries and doctors. But I recognise dness and nobility at a glance, in a sincerely-written biography, and even if it be in conventional form, n distinguish real sincerity and humility from their ck conventional guises.

Holland was one of those rare men who, gifted with ficiency which ensures worldly success and fortune, a higher call and put the world away, and found that real prizes, respect and happiness and love, were dded to him." He became a name to swear by, a to bow down to, in Baluchistan and Sind and ughout India. He "went about doing good" among poorest and humblest with no thought of self and ened the darkness of scores of people from princes easants by his great skill. And in that work, as his k shows, he found constant interest and happiness— greatest of life's prizes—to which in due course the erial prizes of recognition and admiration were ed. His account of the Quetta earthquake of May , its fearful damage and the long work of rebuilding, dmirably told in a book closely packed with esting personalities and scenes and incidents.

John Gore

above all, yachtsman. He has clearly been influenced Erskine Childers, who wrote that near classic *The le of the Sands*, which has already charmed more one generation. Mr. MacCullagh's theme is cruising ugh Southern Scandinavia; he is full of practical sea- g advice, replete with historical notes and carefree dotes, and has written a book which no yachtsman uring into these delightful northern waters will care e without.

HE HORSEMAN'S YEAR (Collins. 18s.) is always lcome annual, which has owed much to the skilled rship of Lieut.-Colonel W. E. Lyon. Now the task een taken over by Dorian Williams, B.B.C. television mentator, who, if anything, has brought even greater ty to the task than Colonel Lyon. Readers may particularly George Forbes's "Visit to Russia," h shows the extent to which racing is being fostered e land of "Mr. K." His description of the perma- agricultural shows, which exist in several cities and nue throughout the summer months, is quite an eye- er. Another delightful contribution, and quite ent in character, is C. N. de Courcy-Parry's k-hunting Retrospect." As ever, the photographs e *Horseman's Year* are of a notably high standard.

eeping into other people's houses is always a ure, and if they happen to be Royal houses and the a does it in colour, then the attraction is irresistible. AL HOMES IN COLOUR (Batsford. 16s.) repre- for the most part, the photographic work of A. F. ing, and text and notes are by Ivor Brown, who deals n with the splendours of Windsor Castle, Bucking- Palace, Kensington Palace, St. James's, Hampton , Holyroodhouse, Balmoral, Sandringham, and mansion so beloved of Queen Victoria, Osborne e.

R. C. E.

"THE GRASS IS GREENER": In a scene from the second act of Mr. and Mrs. Hugh Williams' new play, running at the St. Martin's Theatre, in London, are, from left, Hilary (Celia Johnson), Victor (Hugh Williams), Charles (Edward Underdown) and Hattie (Joan Greenwood). The plot of this lightly entertaining comedy is concerned with Hilary, the wife of a peer, in whose stately home the action takes place. She falls in love with an American oil millionaire, Charles, who enters a private part of the house after paying half-a-crown to inspect the rooms thrown open to the public. Victor, her husband, whose immediate perception of the triangle is masked by persiflage, seeks means of counter-attack. He is plagued by Hattie, a delicious and exaggeratedly mischievous friend, who arrives with the news that wife and oil millionaire are to be seen everywhere together in London. Victor invites them back for a week-end and his bland and hospitable attitude to the situation provides an amusing crisis. Celia Johnson acts with charm and much sincerity and Joan Greenwood is captivatingly absurd.

AFTER THE DUEL: In a scene from *The Grass is Greener* Hilary attends to her wounded husband Victor. He has been shot during a duel with Charles (left), the all-too-friendly American oil millionaire.

NEW PLAYS IN LONDON

"MOON ON A RAINBOW SHAWL": From left to right in this scene of the play presented at the Royal Court Theatre, in London, for a limited season are Ephraim (Earle Hyman), Charlie (John Bouie), Rosa (Soraya Rafat), Sophia (Vinnette Carroll), a Boy (Clifton Jones), and Esther (Jacqueline Chan). Written by the West Indian actor, Errol John, the play is set in Port of Spain. It won first prize in *The Observer* Play Competition. The leading character is a dissatisfied trolleybus driver who thinks of England as the promised land. The part is played by Earle Hyman. The cast is predominantly West Indian. Directed by Frith Banbury, the play has an atmospheric and ingenious setting designed by Loudon Sainthill.

THE DUKW COMES ASHORE UNDER THE ROCKY CLIFFS NEAR TENBY : Filled with livestock, the ex-Army vehicle is driven on to the shingle beach at Caldy Island, off the Pembroke coast, by Cistercian monks, who live in a monastery on the island. The monks recently took charge of the DUKW to enable them to overcome numerous difficulties encountered with the Caldy tides while ferrying livestock from the island to markets on the mainland near Tenby. One of the monks, Brother John, a Norwegian, has been trained at the Army School of Amphibious Warfare, in North Devon, to drive the vehicle and maintain it. Caldy Island, which is situated off the south coast of Pembrokeshire, is three miles south of Tenby. It has nine miles of coastline and, with the adjacent St. Margaret's Island, has an area of about 472 acres. The main building is a monastery which belonged to a Benedictine community founded in 1896 by members of the Church of England who became Roman Catholics in 1913. The Benedictines left in 1928. The island was bought by the present Trappist (Cistercian Order of the Strict Obedience) community and a party of Belgian monks took possession in the same year.

CALDY ISLAND TRANSPORT

Cistercian Monks of Caldy Island, in Wales, Buy an Ex-Army Vehicle to Beat the Tides

ARRIVAL AND DEPARTURE : *Left*—The close-up view of the vehicle, which is drawn up on the sand at Tenby, shows sheep being coaxed into it from a lorry. On Caldy there is a lighthouse and remains still exist of a priory founded before 1150. Neolithic remains have been found on the island. *Right*—Watched by one of the Cistercian monks, the DUKW sets off on the three-mile journey from Caldy Island to Tenby to deliver livestock, shielded from the elements by a tarpaulin cover.

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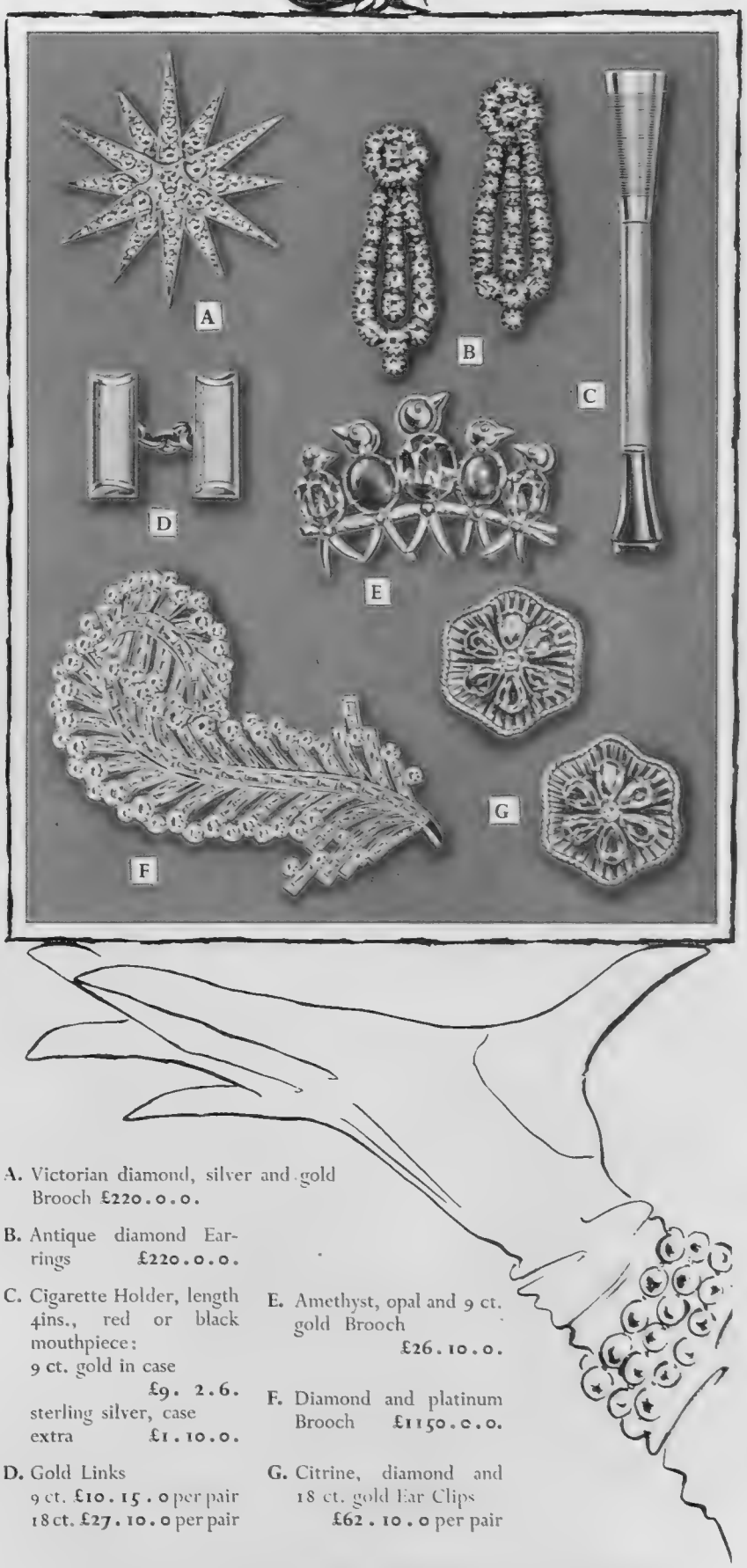

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THE FIRST BRITISH MOTORWAY

The Preston By-Pass is in Use; New Techniques and the Code for Driving on a High Speed Road; A Competition for Plans to Relieve London's Traffic Congestion

By "THE SPHERE" MOTORING CORRESPONDENT

BRITAIN'S first motor road is open. Cars, trucks and motor-cycles are swishing along the eight-mile, twin-track Preston by-pass at high speed. Their drivers are happy in the knowledge that for eight miles they will encounter no cross-roads, no bicycles, no pedestrians, no horses, no L-drivers—not even a slow-moving mo-ped. They are cruising along at speeds up to 60 miles an hour and cutting many minutes off the time it used to take them to pick their way through Preston and its tedious approaches.

This fine by-pass will one day form part of the London-Lancashire motorway. The second section—55 miles between London and Birmingham—is scheduled for completion next October. The Preston by-pass will help to acclimatise drivers to the new, high-speed roads that are on their way; roads that will demand a new driving technique. As lane discipline is perhaps the most important feature of this new-style driving, it is a great pity the Preston by-pass has only four lanes—two for each track. The London-Birmingham road will have six 12-ft. lanes. And the Motorway Code recently issued by the Minister of Transport, Mr. Harold Watkinson, shows quite clearly how he expects drivers to use them.

The left-hand lane is for relatively slow-moving traffic—heavy lorries and the like. The middle lane is for the faster traffic. Cars and motor-cycles will cruise along it at speeds up to 70 miles an hour. The right-hand lane is for overtaking.

Drivers will be expected to get back into the middle lane as soon as they have safely cleared the vehicle they are overtaking. Careful use of the driving mirror will be essential all the time. It will be suicidal for anyone to pull out to pass another vehicle without making quite certain no one is in the act of overtaking *him*. There will certainly be no spare room in your back window to stick those silly snob labels showing you have been to Lake Como or Timbuktu. You will need to keep that window as clear, as clean and as free from misting as you possibly can. I quite agree with a friend—an expert driver and road-safety campaigner—who says there will be fewer accidents on the Preston by-pass than on the built-up road it replaces, but there may be more *deaths*. If there were an accident on the new by-pass, it would probably be a severe one. It might involve a number of cars.

That is why I am sorry we shall not be able to put in some practice, as it were, on the Preston by-pass in the use of three traffic lanes. It would have made this fine stretch of new road even more valuable in the "guinea-pig" role assigned to it by Mr. Watkinson. There will be a lot of official observers on this new road during the next few months. Among them will be the police officers patrolling the road in cars and on motor-cycles; officials from the Ministry of Transport; and experts from the Road Research Laboratory. They will all, from their specialist viewpoints, contribute to the amendments and improvements that will undoubtedly be made to the Motorway Code before it is incorporated in the new Highway Code, due out next year.

One thing I am worried about concerning motorways is the question of dazzle at night. Paragraph 31 in the Motorway Code states: "Where the central reservation has no adequate screen of trees or shrubs to prevent dazzle, dip your headlights when meeting vehicles from the opposite direction." I don't like this official admission that the Ministry has not made certain that there *will* be an effective screen of shrubs along the middle of the road. Suitable shrubs would be better than trees, whose rotting leaves could be a menace in the autumn. Shrubs need not be expensive, and in addition to increasing the safety of the road, they would improve its appearance. If the Ministry's officials had made as close an inspection of the motor roads on the Continent as they should have done, they would know that this dazzle problem is a serious one. It will greatly reduce the value of Britain's motorways if night drivers have to slow down and use dipped headlights.

The Transport Ministry is to be thanked for its new assurance that advertisement hoardings will not be permitted on our motorways. Thousands of British motorists who have taken their cars to Italy on motoring holidays will know how unsightly roadside advertisements can be. Most of the autostrade have hoardings every few yards on both sides of the road. It is said they were authorised not so much for revenue purposes but to help motorists keep awake as they drive along the monotonously straight Italian motor roads. Staring ahead for mile after mile on a perfectly straight road can have a kind of mesmeric effect. It is certainly conducive to drowsiness. In Germany, and now in Britain, the authorities are guarding against this in their road-building programmes by giving new motorways gentle curves.

One thing on which the new Motorway Code is not as clear as it might be concerns drivers whose vehicles break down. If you stop on the motorway, except in an emergency, you will be liable to a fine of up to £20. But if you have a puncture or your engine lets you down, you must pull on to the verge—"but only for so long as may be necessary," says the Code. It is silent on the question of what you do if your engine stops and you are unable to get going again. The answer is that it would not be long before either a police patrol or a road "scout" (A.A. or R.A.C.) came along. They would help you to restart or would go off for a mechanic or breakdown truck. On the London-Birmingham motor road there will be a telephone every mile. It has not yet been decided what form they will take. They will probably be of the pillar type, giving instant connection to either a Ministry of Transport control centre at the nearest service area or to a local police station.

Roads have been so much in the news that I am devoting all my space this week to this important subject. I now switch from the exciting prospect of high-speed motoring along rural motorways to the growing problem of how to keep moving at all in London's congested streets. If any SPHERE readers have strong ideas on what should be done to keep traffic moving in Central London, now is their chance to win a £2,000 prize. It has been offered by the Roads Campaign Council for the best long-term plan of highway development in the London area.

The prizes in this contest will total £4,000. Announcing the competition, the Council stated that the inadequate sum of about £4,000,000 which is being spent this year on modernising London's roads is being used on projects which do not add up to a constructive approach to the problem. Says the Council: "Instead of fly-overs and fly-unders, the answer generally produced by the London County Council is the traditional roundabout—first invented in times when there was far less traffic on our roads."

The Council's competition is intended mainly for architects, civil engineers and students, but all are welcome. The Council does not want any cranky ideas which would cost the earth and result in Central London losing its present unique character. Schemes submitted should be based on common sense. They must be practical and must have due regard to the improvement schemes now being carried out. Entries will be judged by the following three assessors: Sir William Holford (Professor of Town Planning at London's University College), Professor Fisher Cassie (Professor of Civil Engineering, King's College, University of Durham), and Mr. Colin Buchanan (architect and civil engineer).

The contest will be conducted in two stages. Competitors are invited, initially, to submit an outline plan of long-term proposals for urban motorways and parking facilities in the County of London, together with a report explaining the proposals and the priority of construction advocated. These must be received by April 30, 1959. The assessors will then ask not more than six of the entrants to provide more detailed plans and two models of part of their plans. The Council hopes to announce the results of the contest by the end of 1959 or early in 1960.

The other development regarding London traffic congestion to which I must refer is the establishment by the Minister of Transport of the London Travel Committee under the chairmanship of Mr. Alexander Samuels, who will also continue to serve as chairman of the London and Home Counties Traffic Advisory Committee. The Minister has given the new Committee this main task: "To consider and set in train where practicable further measures, including the staggering of working hours, to relieve congestion at peak periods on roads within and leading into and out of Central London; and on services to and from Central London provided by London Transport and British Railways." I suppose the general reaction to this news will be: "Another committee? How many more, for goodness' sake?" But I think the Minister means business.

This is the most important body ever set up in Britain to deal with traffic congestion. It is likely to achieve much more than the cumbersome Traffic Advisory Committee, the statutory body to which the Minister must by law refer any traffic proposals which involve new regulations. Here, I think, is a genuine attempt to carry out a concerted attack on the problems which make it increasingly difficult and uncomfortable to move about in London and to get to and from work, whether it is by car or by public transport. Mr. Samuels sees as the Committee's main job the need to make the most economical use of all available road space in Central London. He is against the banning of cars from Central London but he does want to encourage motorists to leave their cars at home and use public transport.

NEW TRAFFIC SIGNS: On show at the Ministry of Transport in London are the new signs (*above* and *left*) to be tested on the Preston by-pass and designed for traffic travelling up to 70 m.p.h.

ADVERTISING SIGNS ON ITALIAN ROADS: On this long, straight stretch of the autostrada from Padua to Venice are many large hoardings. All over Italy the roads are bounded on either side by brightly-coloured advertisements. Some authorities have argued that the hoardings were licensed in Italy to keep motorists awake as they drive along monotonous straight roads.

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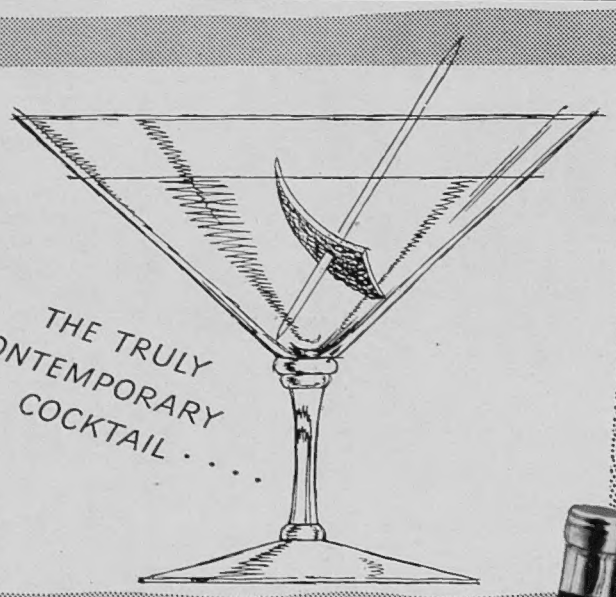

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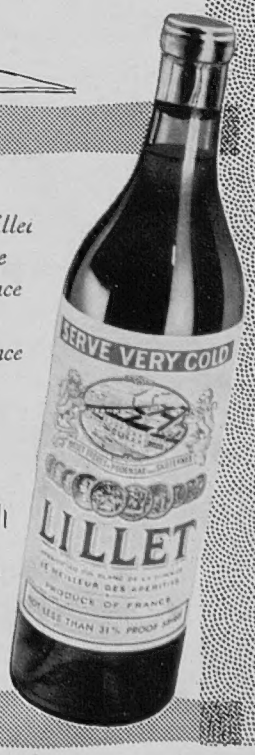

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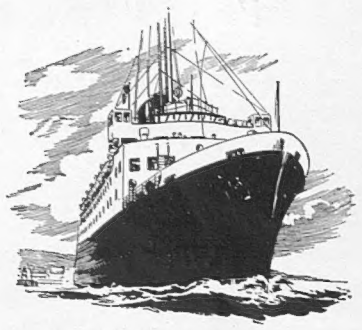
The leisurely way to FRANCE



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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2.*

WHEN IN DOUBT STAY AT A TRUST HOUSE. It must be twenty years ago since I first gave this advice and to-day I can endorse it more than ever for this organisation, which is quite unique, grows in size and prestige.

It is some time since I devoted this column specifically to Trust House Hotels, but I am glad to do so at this time of the year, for while an increasing number of hotels close their doors during the winter months, I do not know of one Trust House that does ; and further, conscious of the fact that overseas readers of this journal may well be planning a tour of Britain next year, they may find this virile organisation most helpful in arranging their itineraries.

Trust House Hotels now number some 220 and range from village inns to large hotels of 100 bedrooms and more. Because they vary in size and style, it must be realised that the standard of cuisine and service also varies, but there are three things common to all: cleanliness, fair prices, and, should one have cause for complaint, there is always " an appeal unto Cæsar," viz., Head Office.

Here are some examples of varying-sized Trust Houses of which I have fairly recent knowledge, and they are classified in the annual Trust House Booklet, from one to five diamonds.

One Diamond. Abinger Hatch Hotel, Abinger Common, near Dorking.—This six-bedroomed inn stands by the roadside, three miles west of Dorking North Station on the road to Guildford. I was taken there to lunch about this time last year. The car-park was crowded, which is a sure sign of attraction within. The lunch was outstanding, the lounge and bar were comely, and I suggest it as a pleasant objective for a week-end in the country, considering that such beauty spots as Friday Street and Abinger are within walking distance.

Two Diamonds. The Forest Inn, Hexworthy, Dartmoor, stands 1½ miles above Dartmeet and is a great favourite among fishermen, walkers and motorists either passing across the moor or seeking a base for leisurely touring. We were glad to find Major and Mrs. Ling in charge when we last called (some will remember them at The George at Hatherleigh). With thirteen bedrooms and central heating, this tucked-away Trust House awaits your pleasure at all seasons.

Three Diamonds. Grosvenor Hotel, Shaftesbury, Dorset.—Acquired by Trust Houses in 1956, The Grosvenor has since been completely renovated and modernised, and they have retained the atmosphere of the past by careful use of the right wallpapers and period furniture. American visitors are particularly intrigued with the Chevy Chase sideboard in the residents' lounge—a fabulous piece of furniture—as well as the old courtyard in the centre of the building.

We ourselves were especially taken with some of the back rooms overlooking the church, away from the noise of traffic on the main A.30 road. All bedrooms are comfortably furnished and some have private baths.

Three Diamonds. Bungalow Hotel, Birchington-on-Sea.—Not enough is heard of this Thanet town blessed by champagne-like air, a high sunshine record and a low rainfall, yet, on the other hand, perhaps that is to the advantage of all who seek seclusion, safe bathing and miles of firm sands.

The Trust House organisation saw its possibility some years ago, and this Bungalow Hotel has the advantages of standing back, five minutes' walk from the sea, in sheltered and lovingly-cared-for grounds and being all on one floor solves that ever-recurring problem of ease of entry for prams, invalid chairs and tired feet. Open all the year round, it is centrally heated throughout, so you will find this Trust House warm in winter and pleasantly cool on hot, summer days.

Four Diamonds Granville Hotel, Bexhill-on-Sea.—For a sunny winter break on the South Coast consider this 55-bedroom Trust House which is but two minutes from the sea-front, close by the De La Warr Pavilion and very handy for the station. With lift, central heating and television, The Granville may well be the prelude for you to start house-hunting and settle in or near Bexhill permanently.

Five Diamonds. Francis Hotel, Bath.—In the Trust House top class I have selected the Francis Hotel, for it is an excellent example of how out of evil comes good War-damaged, the property was not only restored and extra private bathrooms added, but by acquiring additional land adjoining, the Trust House organisation were able to add to its size and prestige. To-day the 84-bedroomed Francis ranks as one of Bath's principal hotels.

Other five diamond hotels in this Trust House group are The Queen's at Cheltenham, The Cairn Hydro at Harrogate, The Royal Victoria, St. Leonards-on-Sea, The Randolph at Oxford, and The Old England Hotel, Bowness-on-Windermere

All motorists should carry in the pocket of their car the annual Guide to Trust Houses, which, apart from giving a pen picture of all their inns, hotels and the neighbourhood in which they are located, also contains a map showing the location of every Trust House in Great Britain and on the reverse side are tariff particulars. Also, if you have any specific interest such as fishing, golf, riding, abbeys, castles and cathedrals, you will find your Index so arranged that you can ascertain the location of those Trust Houses most convenient for your purpose. This book can be obtained personally or by post from the Company's Enquiry Office, 81 Piccadilly, London, W.1, a few doors west of Green Park Underground Station. If applying by post, a 6d. stamp should cover the cost.

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